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Genesee & Wyoming gets 50 **sliding-roof** hoppers for hauling salt . . . . . p. 21

April 1, 1963

RAILWAY AGE WEEKLY

Montreal Digs Out Of Traffic Chaos p. 14

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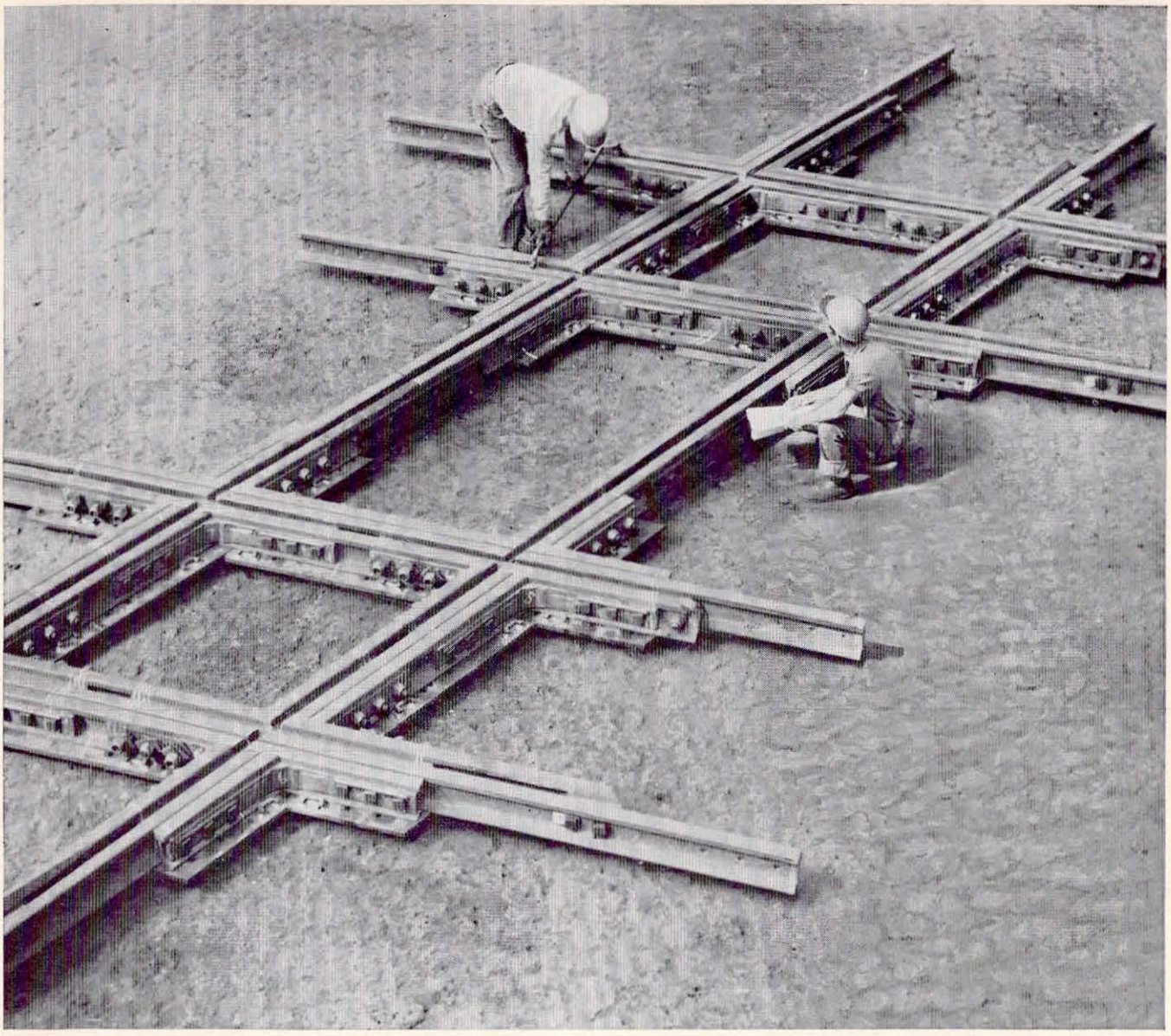

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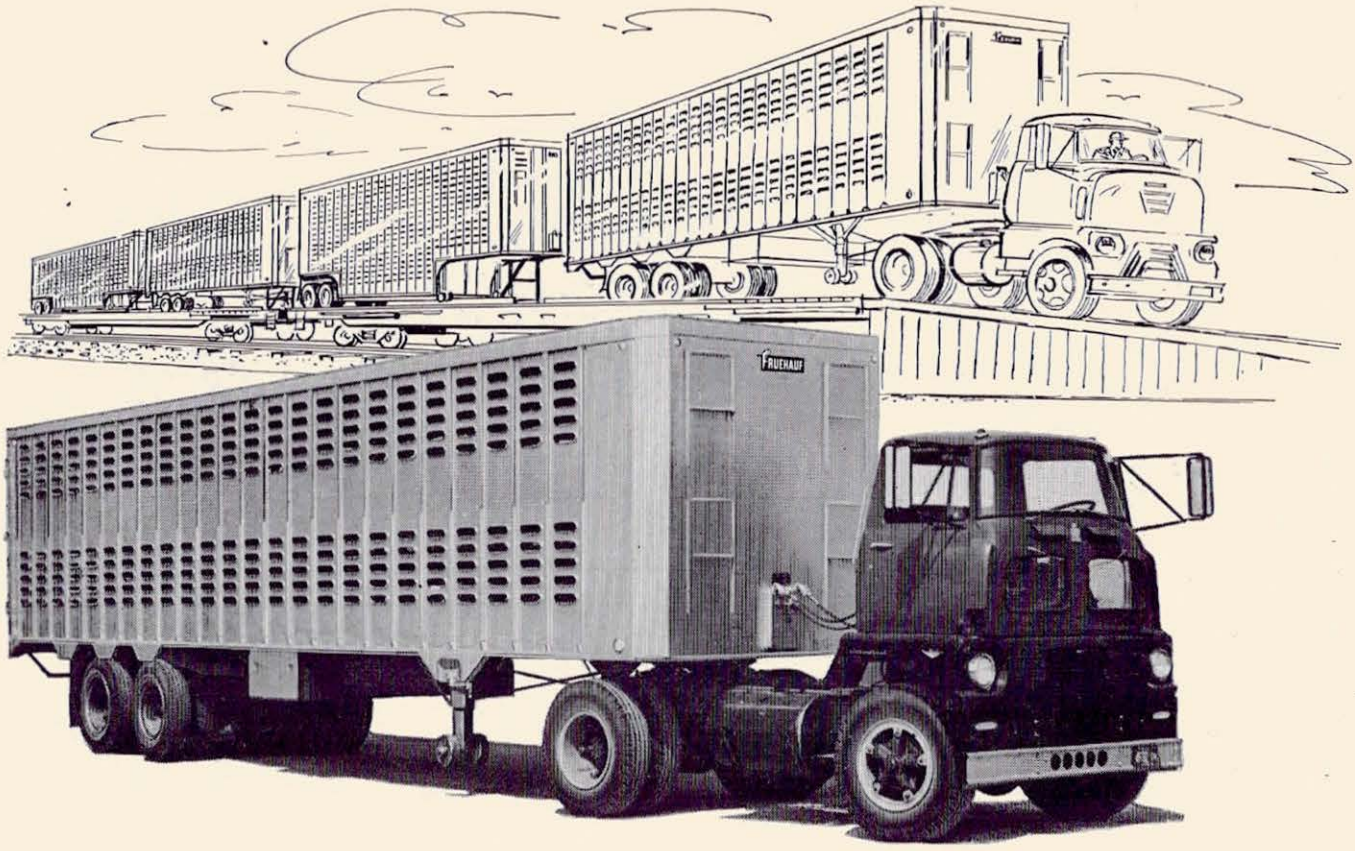

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RAILWAY AGE WEEK AT A GLANCE

April 1, 1963 • Vol. 154, No. 12

Carloadings down, traffic up

Revenue ton-miles are running about 5% ahead of last year, despite a drop in the number of cars loaded. Reason: higher-capacity, heavier-loaded cars p.9

C&O-B&O: Back to the ICC?

The Justice Department has asked for "expeditious" reconsideration of the case, with emphasis on its probable impact on other roads p.10

Montreal digs out of traffic chaos

A $150-million, 21.1-mile subway system now under construction will be ready in 1966. Predicted passenger load: 167 million annually p.14

CTA cars to have 'eye appeal'

The 180 high-speed, all-metal, lightweight rapid transit cars soon to be ordered by the Chicago Transit Authority, will permit retirement of 200 older units p.18

G&W gets 50 sliding-roof hoppers

The cars' sectionalized MacGregor roofs, which soon will be applied to an additional 200 cars, prevent contamination of salt ladings and permit heavier loading of cars p.21

Rates that will build business

Here's how a rate analyst proposes that cost and rate data can be used to calculate a scale of railroad rates that will increase railroad traffic and earnings p.27

What can save the New Haven?

The just-released 'Whitman report' has no easy solutions—but it does suggest that NH needs what the industry as a whole needs: a fair chance to compete p.32

The Action Page—Getting along with 'planners'

Transport promoters in government should be required to subordinate their zeal for particular transport agencies to the welfare of the nation as a whole p.38

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RAILWAY AGE WEEK AT A GLANCE

Short and Significant

Railroad employment declined . . .

to 664,391 in mid-February—down 0.15% from January, and 4.84% below the year-ago figure, according to the ICC's Bureau of Transport Economics and Statistics.

A minority group's bid to win control . . .

of Chicago South Shore & South Bend failed when management's board of directors was re-elected by a 2-1 margin at the annual shareholders meeting March 28.

New revenue split . . .

ordered by the ICC in the 8½-year-old No. 31053 case will give eastern and midwestern railroads substantially increased divisions of joint rates on transcontinental traffic.

New TOFC loading record . . .

was set during the week ended March 16, when 16,026 piggyback cars were loaded. In the corresponding week last year, piggyback loadings totaled 13,937 cars.

Next move in the work rules dispute . . .

will likely come this week after completion of procedures dissolving the restraining order which has barred the carriers from making changes.

Events could move quickly . . .

since the railroads have warned they'll act "as soon as possible" after legal restrictions are lifted. Most observers expect an emergency board to be created to head off a showdown.

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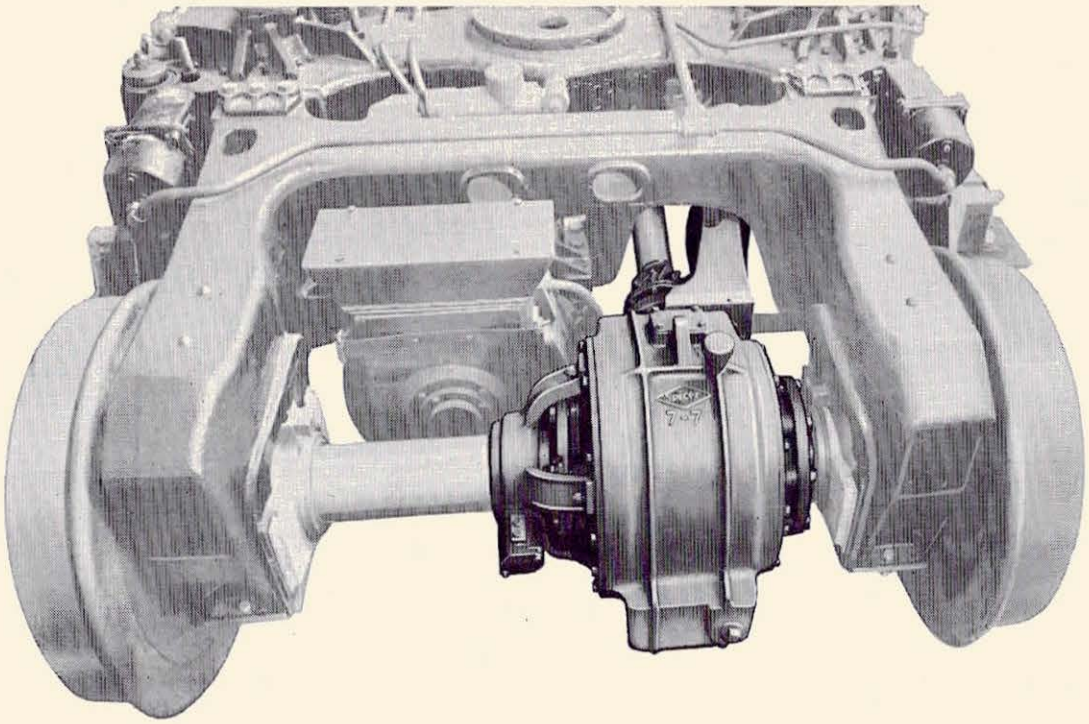
Current Statistics

Operating revenues	
12 mos., 1962	$9,439,894,771
12 mos., 1961	9,187,122,899
Operating expenses	
12 mos., 1962	7,418,555,063
12 mos., 1961	7,271,159,800
Taxes	
12 mos., 1962	905,083,609
12 mos., 1961	991,555,905
Net railway operating income	
12 mos., 1962	725,645,679
12 mos., 1961	537,694,880
Net income estimated	
12 mos., 1962	574,000,000
12 mos, 1961	384,000,000

Carloadings revenue freight	
12 wks., 1963	6,041,831
12 wks., 1962	6,336,964
Freight cars on order	
March 1, 1963	19,952
March 1, 1962	17,736
Freight cars delivered	
2 mos., 1963	5,519
2 mos., 1962	4,818
Serviceable cars	
Feb. 1, 1963	1,419,887
Feb. 1, 1962	1,461,576
Cars awaiting repairs	
Feb. 1, 1963	127,064
Feb. 1, 1962	142,026



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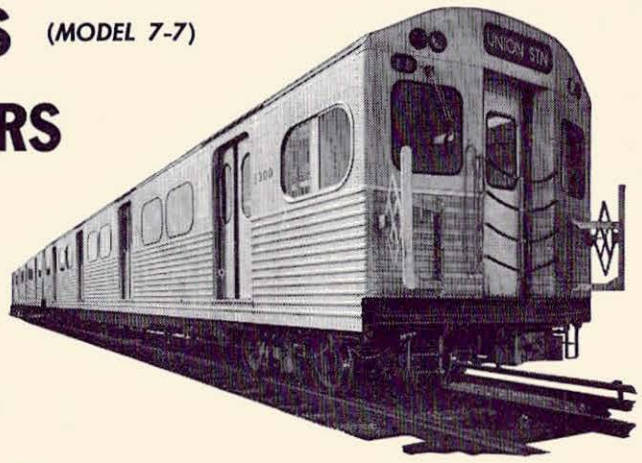

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First Quarter	Second Quarter
TOTAL CARLOADINGS . . . down 4.7%	ESTIMATED CARLOADINGS . up 1.5%
TOTAL TON-MILES . . . . . up 5.0%	ESTIMATED TON-MILES . . . . up 6.5%

Freight Traffic Up 5%

In terms of ton-miles, freight traffic in this year's first quarter was 5% higher than in the '62 period — despite a drop in carloadings. The second quarter showing may be even better.

Railroads are apparently doing better than usually-quoted figures indicate—because statistical measurements haven't caught up with technological progress.

Traditionally, revenue carloadings have been used as the prime indicator of the industry's health (and widely cited as a measure of the status of business generally).

But first-quarter 1963 produced a wide variation between total carloadings and another figure railroad officers are coming to regard as a more accurate gauge—ton-miles.

● **Traffic Up.** Week by week, '63 carloadings have trailed loadings for comparable weeks last year. For the quarter, loadings are down about 4.7%. But, for the same period, total revenue ton-miles are up approximately 5% from 1962 levels.

Regional shippers advisory boards are forecasting an overall 1.5% increase in carloadings for April-May-June—and, by one authority's estimate, that gain will produce a boost of about 6.5% in revenue ton-miles.

(Latest available figures from '62 follow a similar pattern. Carloadings were up less than one-half of one per cent from 1961—but, according to preliminary estimates, ton-miles increased by 5.3%, from 570 million to 600.2 million).

Why the variations? Principally because carloadings figures make no allowance either for the growing number of high-capacity cars in service or for heavier loadings (of both special and conventional equipment) which incentive rates are producing.

● **Old standard fades.** More and more, railroad management is coming to rely heavily on such measurements as total tons carried, average tons per car and revenue ton-miles to supplement the old carloadings standard.

Cases in point: The AAR is reported giving "some consideration" to adding a ton-mile figure to its weekly loadings report, in order to offer more precise comparisons of the year-to-year ebb and flow of traffic. President J. Russel Coulter of the Toledo, Peoria & Western, in a letter to Railway Age (p. 29), quotes figures from his own road's experience which "prove conclusively that carloadings by themselves are not a direct indication of railroad freight volume." And President W. H. Kendall of the Louisville & Nashville noted in a recent interview that while the carload "will probably remain a measure of business, we will have to adjust upward our concept of a carload. We have to take into account the greater average load when we're trying to evaluate our progress."

● **Figures refined.** Updating of the traditional yardstick-of-progress, Mr. Kendall added, can serve purposes far beyond mere measurement of traffic gains and losses: "We're reducing our charges in order to stay competitive, and this is putting a strain on the exchequer. We need to know whether these rate adjustments are proper. So, by evaluating tonnage and revenue-per-ton, we see in what direction we're headed" (RA, Oct. 22, 1962, p. 12).

If shipper-board estimates carry through, railroad traffic—by the ton-mile reckoning—is headed for a substantial increase in the next three months.

The predicted carloadings boost of 1.5% (and the 6.5% ton-mile increase it could produce) is based on traffic gains in eight regions and losses in five, compared to actual 1962 loadings.

● **Business increase.** All five boards in the industrial Northeast forecast increases, as do boards in Pacific Coast, Pacific Northwest and Trans-Missouri-Kansas territory. Traffic declines are predicted only by the Southeast, Central Western, Mid-West, Northwest and Southwest boards.

Most of the '62-actual vs '63-predicted variations are slight—but the Allegheny board sees loadings up 8.7%, the Atlantic States group looks for a 4.1% increase (and the Northwest board forecasts loadings down 4.1%).

● **Spending up.** While railroads were tending to put their traffic statistics in proper perspective, western lines were giving solid backing to predictions of increased capital spending in 1963.

Based on reports from 101 Class 1 roads, the ICC estimates total capital expenditures this year at $878.2 million, up better than 6% from '62 totals. Western-district carriers' spending will be up 28%—from $353 million last year to $452 million in '63. By contrast, decreases in capital spending are forecast for all other regions: Eastern, down 9.5%, from $171 million to $154.7 million; Southern, down 8.8%, from $187.6 million to $171 million; and Pocahontas roads, down 8.9%, from $109.9 million to an even $100 million.

TAFT

● **THE NEW COMMODITY CLASSIFICATION** proposed by the ICC (RA, Feb. 4, p. 10) has drawn an AAR call for equal treatment of all modes of transportation as to disclosure of the commodity statistics involved. Commodity statistics now reported by individual railroads and water carriers are made public by the Commission, but it does not release figures for individual motor carriers. No change in that policy is contemplated by the new-classification proposal. That proposal, advanced in the No. 34206 case, would replace the present classification of 262 classes with the "ICC Standard Commodity Code" having 369 reporting classes. This is designed so commodity statistics reported to the Commission can be related to commodity data published by other agencies of the federal government. The Commission also says the proposed code is "compatible" with the "Proposed Standard Transportation Commodity Code" which the AAR has recommended for use within the railroad industry.

THE AAR PETITION asks the Commission to make "uniformity and equality of disclosure" the "first and most important objective" of the proposed new classification. The petition goes on to say that "unequal regulaton" in this area has become "intolerable" in view of the increasing competition which the railroads are getting from truckers and which has made the role of commodity statistics of "paramount and unprecedented importance" in competitive pricing.

TRUCKERS, as represented by American Trucking Associations, oppose disclosure of their figures. ATA's reply to the AAR petition says disclosure would make it easy to spot the source of much desired traffic now handled by motor carriers.

THE "ONLY" JUSTIFICATION for the AAR plea is a desire for "paper equality," ATA also says, adding that there are areas "where the shoe is on the other foot." One such area is identified as that of accident reporting, where motor carriers are required to report no-casualty accidents which cause $250 damage to any property, whereas the railroad rule calls for reports on such accidents which cause $750 damage to railroad property.

● **NEW VICE CHAIRMAN OF THE ICC** is Commissioner Abe McGregor Goff. He was elected last week to succeed Donald P. McPherson whose service as a member of the Commission ended March 29, when his successor, Commissioner Paul J. Tierney, took the oath of office. Mr. Tierney's appointment by President Kennedy was confirmed by the Senate March 15.

MR. McPHERSON, a Republican from Pennsylvania, was appointed to the Commission in 1956 by former President Eisenhower. His term expired at the end of last year, but he continued to serve under that provision of the Interstate Commerce Act which leaves a commissioner on the job until his successor "is appointed and shall have qualified."

COMMISSIONER GOFF, a former congressman from Idaho and another Republican and Eisenhower appointee, was elected vice chairman under the Commission's plan of rotating that office and its chairmanship annually. With Mr. McPherson gone, Mr. Goff became the commissioner with greatest seniority among those who have never held the chairmanship. His term as commissioner will not expire until Dec. 31, 1966, so he will be available for the 1964 chairmanship. Commissioner Laurence K. Walrath, a Democrat from Florida, is the 1963 chairman.

C&O-B&O: Back to The ICC?

The Justice Department wants more consideration given to the case's impact on other roads.

The Department of Justice last week asked the United States District Court for the Eastern District of Michigan at Detroit to send back to the ICC the case wherein the Commission has approved the Chesapeake & Ohio's control of Baltimore & Ohio. Justice took no position on the merits of the approved control, but it wants the court to require more Commission consideration of the prospective impact on other railroads.

Other developments in the merger area included:

Return of hearings in the Pennsylvania-New York Central case to Washington, where opening sessions were devoted to presentations of the Erie-Lackawanna and Delaware & Hudson.

Rejection by the ICC, without prejudice to its resubmission later, of the Boston & Maine's petition for inclusion in the proposed Norfolk & Western-Nickel Plate merger; and Commission denial on a like basis of D&H's petition for reconsideration of its similar Plea which the Commission denied some time ago.

● **Two dissents.** The Commission's favorable decision on C&O's control of B&O (RA, Jan. 7/14, p. 78) was accompanied by two dissents which objected to the majority's failure to consolidate the case with the N&W-NKP and PRR-NYC cases. The dissents were written by appointees of President Kennedy, Commissioners Tucker and Bush, but Commissioner Webb subscribed to the Tucker statement.

The pleading in the Detroit court was the first showing of a Justice Department hand since issuance of the Inter-Agency Committee's report setting out guidelines for determination of the Kennedy-Administration position on railroad and airline merger proposals (RA, March 11, p. 39). The pleading pointed up Justice's failure to support the Commission, the court case involved being a complaint of railroad

labor organizations.

The United States, said Justice's answer, "admits that the order of the Interstate Commerce Commission is erroneous, in that it is not supported by adequate findings upon substantial evidence with respect to the impact upon other railroads . . . and therefore fails to reflect the consideration required by Section 5 of the Interstate Commerce Act and the National Transportation policy to be given to the public interest in the effect of the proposed acquisition upon the structure of the railroad industry in the eastern United States."

● **Early decision asked.** The answer goes on to say that the U.S. "neither admits nor denies any other allegations of the complaint." It "takes no position on the ultimate question whether the proposed acquisition is consistent with the public interest," but it "favors the earliest possible disposition of this matter, and, upon remand, the most expeditious consideration by the Commission."

In the latter connection, Justice's announcement of its action included this statement from Attorney General Robert Kennedy: "We are aware of the difficulties the B&O has had. The B&O is in our view entitled to expeditious action by the Commission."

E-L merger position

Erie-Lackawanna's position in the PRR-NYC case is that merger of those two roads would cause it fatal damage unless it became affiliated with one of the emerging eastern systems. P. W. Johnston, chairman of the E-L executive committee, referred to the agreement his road has with N&W to negotiate for inclusion in the N&W-Nickel Plate system. He expressed his conviction that N&W will make every reasonable effort to bring about some form of affiliation, but, if those negotiations fail, he called for inclusion of E-L in the PRR-NYC system or Commission rejection of that merger proposal.

C. C. Schmidt, E-L's vice president —sales, testified that $44 million or 25% of its freight revenue would initially be lost to his road as an independent line, if the PRR-NYC merger is approved and E-L is not part of "one of the proposed enlarged systems." Mr. Schmidt also said that an additional $97 million of freight revenue would be susceptible to diversion after a PRR-NYC system had established itself.

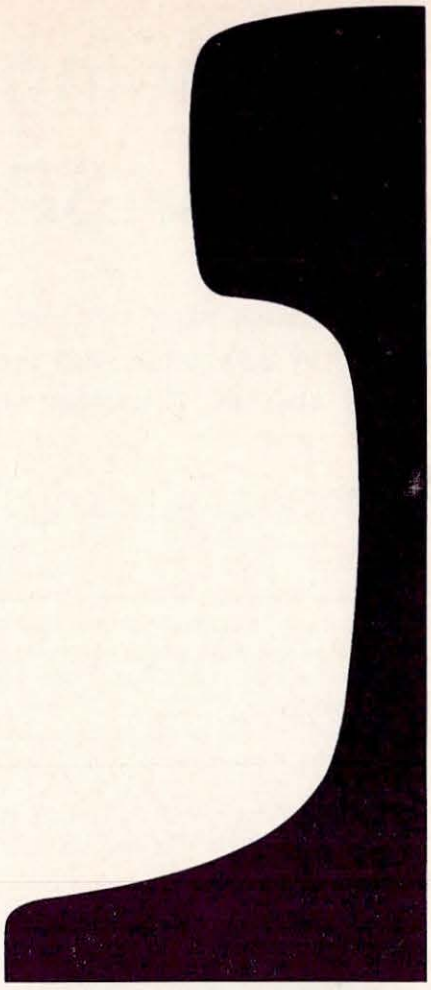
● **Question of survival.** E-L President M. G. McInnes testified that his road could not survive the revenue losses predicted by Mr. Schmidt. He noted the capital investments made in recent years by its constituent companies (the former Erie and the former Lackawanna) to reduce costs and improve service, but he went on to say: "The possibilities of future savings offer no hope of eliminating the sizable deficits that would result from the loss of that amount of revenue. It is evident that such loss of revenue to the proposed Penn-Central system would endanger and impair continued operation of our railroad."

Several shipper and public witnesses representing communities served by E-L also contributed to that road's presentation. Generally, they expressed concern about the prospective impact on their communities if E-L operations were seriously impaired as a result of a PRR-NYC merger.

The position of D&H, as stated by the chairman of its board and chief executive officer, William White, is like that of E-L. It prefers to be included in the N&W-Nickel Plate system, but, if it doesn't achieve that objective, it wants to be part of the PRR-NYC system. As Mr. White pointed out, the D&H petition in the PRR-NYC case requests that any Commission order approving that proposed merger be subject to a condition requiring inclusion of D&H, unless its inclusion in N&W-NKP is already settled. The petition asks, too, that any such Commission order also direct PRR and NYC to negotiate in good faith with D&H; and that the Commission prescribe inclusion terms if the parties fail to agree.

Meanwhile, Mr. White had told why he thinks D&H "more logically belongs with the N&W-NKP systems." Assuming that E-L would eventually be included in the N&W-NKP system Mr. White said that D&H "is a natural extension of the Erie-Lackawanna and would afford the N&W-NKP system direct access also to central and northern New England as well as to northern New York and eastern Canada, in addition to providing rail service competitive with the Pennsylvania-Central system in the Albany capitol district."

● **D&H fears "orphan" status.** Even if E-L should not also become immediately affiliated with the N&W-NKP system, Mr. White said inclusion of D&H in that system would still add "considerable strength" to it in competition with PRR-NYC. Among other advantages, he said, such a set-up would "assure the full development of the N&W-NKP-Wabash-Erie-Lackawanna-D&H-B&M service routes and traffic patterns, which is necessary to provide adequate rail competition with Pennsylvania-Central in the large and vital area of the Northeast, and it would thereby help to assure ultimate affiliation of the Erie-Lackawanna with the N&W-NKP system."



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Retraining Program Set for SP Clerks

An arbitration panel has ruled that Southern Pacific Clerks displaced by automation may qualify for retraining. The arbitration award also has a number of other job-dislocation provisions.

Southern Pacific will be able to automate operations—at a price—and SP's Clerks will have unprecedented protection against job dislocation under terms of the agreement whose five disputed issues were settled March 24 by a three-man arbitration panel in San Francisco.

The final issues, settled unanimously by the arbitration panel, provided that:

- Clerks who lose work because of a drop in business will be rehired by SP when business turns up, at the same rate they were laid off.
- Clerks who lose work because of automation will be able to qualify to train for other kinds of work—on a dual basis of seniority and aptitude.
- Clerks temporarily laid off (by strikes, and "acts of God") must wait six months before getting special benefits from SP such as are paid to permanently idled workers.
- Clerks must be rehired within 30 days when SP resumes operations after "acts of God."
- Clerks traveling to temporary positions receive pay for transportation time in excess of an hour and also receive $7.50 a day for expenses when kept away from home overnight.

Most issues in the five-year-old SP-Clerks struggle were settled the week before (RA, March 25, p. 56) with a pact that allows SP to modernize operations while employees (not positions) are protected by a job-elimination formula tied to natural attrition.

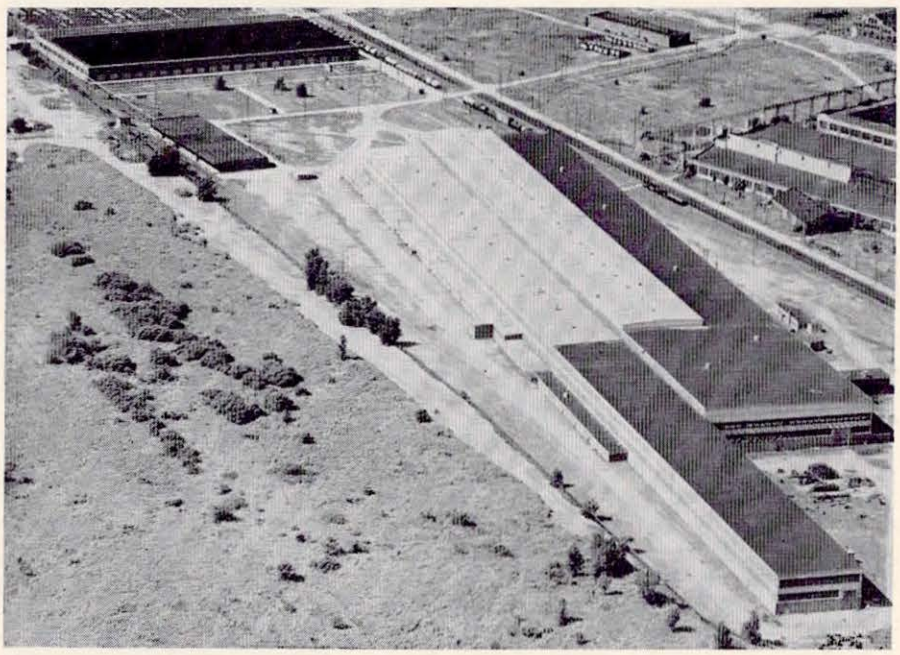
A unique SP-Clerks training program, conducted with government help where possible, will help displaced workers acquire new skills for other—possible SP—jobs. The training program will attempt to train workers (chosen on a seniority-aptitude basis) for specific jobs. Workers, while in training, will be guaranteed up to 70% of their regular pay for as long as eight years. (Some would collect slightly more during the first 12 weeks.) Funds for the payments would come from railroad unemployment funds, government training allowances and from SP.

The agreement also provides that SP can eliminate positions as they are opened by natural attrition (as employees are promoted, retired, die, resign or are fired for just cause) or it can fill that job and eliminate a position elsewhere. Clerks losing their jobs that way, however, will be entitled to retraining (and possibly a new SP job) if they qualify, and up to 70% of their regular pay for as long as five years.

Other provisions agreed upon were:

- Special allowances for those demoted for lack of new skills to lower paying jobs.
- Anyone displaced can resign and draw up to a year's pay in a lump sum severance benefit.
- Fringe benefits—such as health insurance, life insurance, free transportation—will be provided for displaced workers by SP during protective period.
- Moving expenses and real-estate losses incurred by workers who are transferred will be paid by SP.
- Men on extra boards who are ready for work 40 hours a week are guaranteed pay whether they work or not, but can be requested to attend training sessions during time they are paid but not working.

All benefits will be available to those of the 4,500 Clerks whose jobs have been abolished since 1958 who have made themselves available for work during the period. More than 2,000 are expected to apply for benefits under the agreement. A time limit of one year exists on claims made for retroactive application under terms of the agreement.



P-S Expands Passenger Shops

Pullman-Standard has remodeled a 100,000-square-foot building at its 111th Street plant, Chicago, and is equipping it for re-manufacturing and refurbishing railroad passenger equipment.

The present P-S passenger-carbuilding facility is being used for construction of commuter and rapid transit equipment, leaving little space for re-manufacture of mainline passenger cars. Among the cars under construction in the present facility are the 92 all-steel rapid-transit cars for the Metropolitan Transit Authority of Boston (RA, March 4, p. 17).

"With no major replacement program for mainline passenger cars being undertaken since the years immediately following World War II," says George L. Green, P-S vice president in charge of marketing, "many railroads are finding that many of their passenger cars need heavy repairs and refurbishing."

Highways Dominate Pittsburgh Planning

The Pittsburgh Area Transportation Study proposes a 210-mile freeway network and 17 miles of rapid transit. The cost: almost $1 billion, of which about 90% would go for highways.

The Pittsburgh Area Transportation Study has come up with a $998-million regional mass transportation plan —which breaks down 90% for highways and 10% for rapid transit.

PATS proposes a highway network totaling 210 miles (including 97 miles built, under construction, programmed or scheduled) and a transit line of 16 miles (plus a 1-mile spur). Highway improvements would cost an estimated $849 million, with improvements to arterial streets and traffic engineering techniques adding another $55 million. The proposed rapid-transit line—running from Mt. Lebanon north to the downtown area and then east to Swissvale—would cost about $94 million, including cost of the planned spur across the downtown district to Pittsburgh's North Side.

PATS says the "appropriate mixture" of highway and transit is determined by market demand, and "trends are clear: While the demand for highways has been increasing, the demand for transit has been decreasing. It is estimated that about 90% of the future person travel in the study area will be accommodated by private automobile; 10% by public transit. It would be unrealistic and unwise to assume that these trends could be changed significantly by investing less money for highways and more money for transit. The market demand must be assessed not hopefully, but objectively; the number of travelers that the two travel modes can carry must not be confused with the number which they will carry." (Elsewhere in the report, however, comments are not infrequently preceded by "hopefully," as in "Hopefully, there are signs that the recommended [highway] plan can be built.")

PATS gives short shrift to railroad participation in development of mass transportation for the Pittsburgh region, despite comprehensive proposals presented in recent months by the Pennsylvania. The study contemplates use of just 4.4 miles of PRR right-of-way at the eastern end of the proposed transit line, plus use of the railroad's bridge and tracks across the Monongahela River. Generally, the study says, "passenger-carrying railroads follow the river valleys rather than the center of downtown travel corridors where they could serve residents on both sides of the route."

Both the 210-mile freeway system and the 17-mile transit line, however, get strong backing.

The highway plan, says PATS, "can be afforded by the community; it will more than pay for itself in terms of travel-cost savings. But because these savings do not directly accrue to the budgets of the responsible highway agencies, they will be hard-pressed to find the funds necessary to implement the plan. Based on recent levels of expenditures in the Pittsburgh study area, it appears doubtful that the funds presently contemplated over the next 17-20 years will be adequate to construct the recommended plan in its entirety. However, because the complete freeway plan represents a very real and critical necessity if the area is to prosper economically, every effort must be made to obtain whatever additional funds may be needed."

Transit financing

PATS is also hesitant with regard to financing the transit plan. The proposal contemplates a rate of return of 3.82%, and "whether this final rate of return on the complete rapid-transit system is adequate to warrant the large public expenditure required is a serious question for the area's decision-makers." Fares from the system, the study indicates, "should cover operating costs and provide some surplus for the gradual retirement of the bonded indebtedness incurred for construction. . . . Speculatively, it looks as though the federal government may be able to provide critical assistance under terms of currently proposed legislation."

PATS calls its freeway-transit plans "complementary, not competitive. . . . It should be evident that each serves a particular type of traveler and a particular type of travel demand. It would be practically impossible to transport all Golden Triangle [downtown] tripmakers by highways alone; this concentration of tripmaking calls for transit —ideally, for rapid transit. It would be equally impossible to serve all suburban tripmakers by transit; less concentrated tripmaking makes highways the better alternative."

The study emphasizes that "the rapid-transit system should be started as soon as possible. The basic through-route should be constructed outward in both directions from the Golden Triangle; the downtown spur should be built concurrently. Only the North Side connection might be held back pending the completion of the remainder of the system. Obviously, should the travel demand ever warrant, other spurs and connections might be added later. Except where incorporated into the rapid-transit plan in the South Hills area, streetcar operations [now run by Pittsburgh Railways] would be phased out."

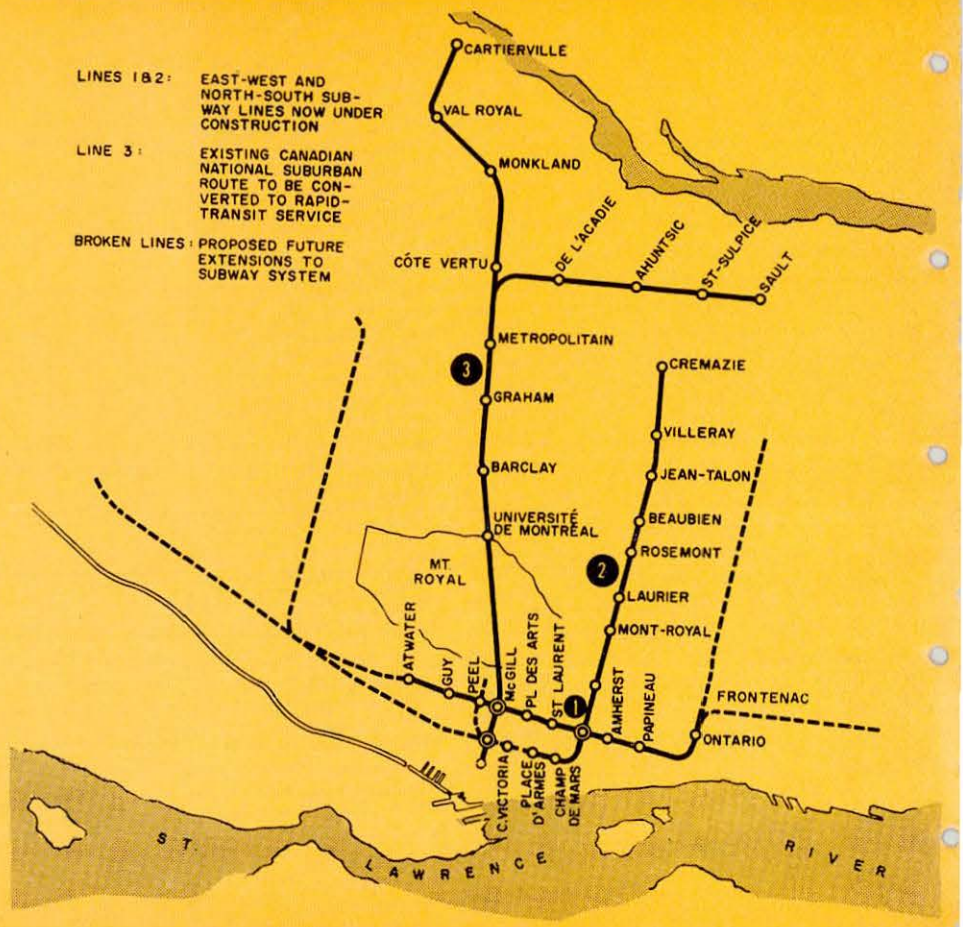
The study touches only slightly on a choice of rapid-transit system—except that transit operating costs, estimated at 40 cents per vehicle mile, "presume fully automated operation with unmanned vehicles."

PATS does, however, set up a now-until-1975 schedule for completion of the transit system—based first on completion by early 1965 of the Allegheny County Port Authority's take-over of existing bus-trolley companies and second on completion of planning-design-financing plans for rapid transit by 1967 or '68.

Stage 1, the study says, "would see the consolidation of all transit companies . . . with conversion of selected streetcar routes to bus operation. Stage 2 (1965-70) would see the detailed planning and construction of the transit system, with the improvement of the supporting streetcar routes in the South Hills area, the conversion of other streetcar routes paralleling the two legs of the rapid-transit system and the consolidation and rearrangement of street railways shops and equipment. Stage 3 (1970-75) would see the last major steps in the modernization of the transit system with all streetcar routes replaced (except those retained as part of the rapid-transit feeder service), the bus fleet and the facilities for housing it permanently expanded and the implementation of express-bus routes on the then-completed freeways."

PATS calls the Port Authority plan "a step in the right direction; it recognizes the need for serving a single market demand with a single integrated transit system."

A steel arch (above) reinforces the roof of a newly-tunneled section of the Montreal Metro. The $150-million project, scheduled to be in operation by late 1966, will include 9.5 miles of subway (Lines 1 & 2 on map) through the heart of the city, and 11.6 miles of converted Canadian National suburban line (Line 3). Paris-styled rubber-tired cars will operate on the two subway routes, while standard steel-wheeled cars on conventional rails will be used on the converted CN route. Broken lines indicate possible future extensions to the basic underground network.



Montreal Digs Out Of Traffic Chaos

As tunneling nears the two-mile mark, Montrealers—with an ear to the ground—are already happily contemplating completion of the Metro in 1966 and how it may help solve their traffic problem.

The ad read: "The Underground Railway Company will be the means of expanding and extending the residential area of Montreal and vicinity, and it will actually bring these outlying districts within a few minutes travel time of the heart of the city." And the line at the bottom in bold type emphasized: "It will bring about this very desirable condition immediately."

If anyone in Montreal had really believed what he had read, he would have had an agonizing wait for the first subway train to come roaring 'round the bend. Because the ad appeared in 1910, and that first train has yet to pick up its first passenger.

But this week in Montreal, 52 years from that April day its citizens were first teased with the promise of underground travel, the jackhammers are rattling out a tattoo under the city's streets. Work crews are well on their way to carving out of the thawing Canadian earth the second mile of the $150-million Montreal Metro.

Métro de Montréal, as half of the bilingual signs will read, will have more French flavor than just that contained in its name. It will be the first subway system in the western hemisphere to have rubber-tired cars running on specially designed concrete track, patterned after a line of the Paris Metro. Opening of the 21.1-mile system will be in late 1966, just in time to help carry the crush of visitors expected to descend on Montreal for the 1967 World's Fair.

Culminating 50 years of promises and disappointments—during which some 15 subway plans arose, died and were buried—the city's ambitious new subway project first saw the light of day in November 1961. At a meeting of the city council, Mayor Jean Drapeau, whose main campaign plank for re-election was built over the subway, announced that after years in the making, the city was indeed going to build its own subway system.

Exulted the Montreal Star: "A long time will elapse before we are able to speed under still congested streets on our long-overdue Metro. But no matter how bad things may become along the routes involved, we will have the satisfaction of knowing that, in the end, the improvement in our traffic pattern will be almost immeasurable."

And the mayor, the city council, the city planners and the average citizen know that Montreal traffic during rush hour is about as bad as they want it to get. In the 2½-square-mile core area alone, 100,000 workers enter and leave every day, many of them by car. Their cars crawl over the jammed streets at an average speed of 9.3 miles per hour.

Adding to the traffic problems of the downtown section has been the construction of a complex of new office buildings, hotels, stores and restaurants in the Dorchester-St. Catherine area. Among these starkly modern show places is Webb & Knapp's $80-million Place Ville Marie, built over Canadian National tracks adjoining Central Station.

● **Obstacle course.** Being plunk in the longitudinal middle of a 30-mile-long island in the St. Lawrence River, the city is served by principal routes that, in most cases, necessarily run east and west. In the downtown area itself, all traffic is funneled into about half a dozen narrow streets that must squeeze between the river on the south and the hulking mass of 800-ft-high Mt. Royal on the north. Surface transportation must not only by-pass the mountain, it must also run through a maze of old and narrow streets, offsets, dead ends and irregular patterns reminiscent of a European village. While tourists spout words of pleasure when they happen upon these meandering byways from the city's French settlement past, harried drivers frequently blurt bi-lingual epithets at the obstacle course they find themselves trying to negotiate.

Some good expressways have been built, such as Metropolitan Boulevard which skirts the city on the north. But as for getting around in the city itself, the average driver in Montreal is confronted with the same problem plaguing drivers in U. S. cities; too many cars for the amount of road surface available.

● **Transit-oriented.** Actually, Montreal's traffic situation could be many times worse it if weren't already such a transit-oriented city. The Montreal

CANADIAN NATIONAL'S new headquarters, and the CN's Queen Elizabeth hotel, are part of the downtown complex that will be served by Montreal's Metro.

Transportation Commission's fleet of buses each year carries some 282 million people—many of them potential car drivers. One reason for the reasonably good patronage: Montreal's hard winters and heavy snowfall (average 115 inches) get many people in the habit of taking public transportation. Apparently the habit also carries over to good weather, too.

But buses still must use surface streets, and more cars are joining them there every year. It became increasingly clear to responsible city officials that if Montreal was to continue to enjoy normal growth without strangling itself in traffic (1962 population: 2,100,000. Estimated 1966 population: 2,500,000) a rapid-transit system would have to be built—and soon.

With authority gained from the Provincial Parliament in 1961, the city swiftly moved ahead with its subway plans. Although a lot of talk was batted back and forth about the surrounding communities joining in on the $150-million cost of the project, nothing ever materialized and the city decided to go it alone to get the job done. The city's executive committee chairman, Lucien Saulnier, affirmed: "We can build a subway without the assistance of outsiders."

Agreements were, however, reached with the adjoining municipalities of Mt. Royal, Outremount and Westmount, granting Montreal permission to run its subway lines into those areas. In return, the city gave the suburbs the right to appeal fares, to have a say in the location of parking areas near stations, and the right to tax concessions in the portion of the subway in their districts.

● **Three lines.** The basic underground system slowly began to emerge in the form of a branding iron "X" with the ends bent back. It would include:

Line 1. An east-west line 4.02 miles long, from Atwater to Frontenac Streets paralleling the shopping area and serving the new building complexes downtown. Total cost, including rolling stock and 10 stations: $55.6 million.

Line 2. A north-south route 5.52 miles long, from the main subway depot at Cremaize Boulevard, under Beri and Vitre Streets to Craig Street. It would cross Line 1 and serve the financial and business districts in the old part of the city along the river. With 11 stations and rolling stock the cost would be $70.2 million.

CN line to be converted

The third line would be fashioned from the existing Canadian National suburban line that begins at Central Station in the heart of downtown, runs north through a tunnel in Mt. Royal, and divides to serve the residential districts of Cartierville and Papineau on the north side of the city. Cost of conversion, adding 15 stations and rolling stock: $24.2 million.

● **$30 million for cars.** Total cost of the 21.1-mile network of underground, with 36 stations dotted around the metropolitan area, will be $150 million—$120 million for the structure and fixed equipment, and $30 million for cars. So far, $132,090,000 has been authorized for Lines 1 and 2.

Since the entire undertaking was to be a city-piloted project, Lucien L'Allier, director of the Montreal Department of Public Works, was put in charge of all construction. His assignment: Have the system built by 1966. Once the city has built it, the system will be turned over to the Montreal Transportation Commission, which will operate it.

The first shovel of earth was turned on May 23, 1962, on north-south Line 2. A total of 700 working days were allotted for burrowing through rock formation some 40-60 feet underground. By last week, work under this first contract had progressed the far-ahead-of-schedule distance of nearly a mile.

Since last spring, digging has gotten under way on three other sections of the north-south route. Tunneling through the downtown district on east-west Line 1 began last December.

● **Single tunnels.** For practical and economical reasons, the city has favored single-tunnel construction. Made of concrete and some 26 feet wide, its shape is that of the classical basket-handle arch. In soft soil, the open-cut method is being used and the tube takes the shape of a 28-foot-wide rectangular box. Of the total tunnel work, an estimated 53% will be by cut-and-cover method, 42% rock tunnel, and 5% tunnel in the earth. Typical tunnel height will be 16 feet, and the tube itself will vary in depth between 30 and 60 feet below street level.

Plans for the third line over the CN

Montreal Metro's Financial Structure

The 167 million passengers that are expected to ride the Metro annually are also expected to drop $13 million into the turnstiles. City officials hopefully predict revenues will exceed operating costs by about $7 million.

To the $150 million capital cost of creating all three rapid-transit lines must be added $7.5 million (5%) for borrowing costs. Since the city is not resorting to municipal taxation to pay for the system, investments in engineering and fixed assets will come out of general revenues, while rolling stock and installation costs will be paid for from operating revenues.

Financing of the Metro has required two distinct bylaws, one dealing with equipment, the other with expenditures. Borrowing is done by the city executive committee, with approval of the Municipal Council. The Provincial government, through its Municipal Commission, examines the borrowing power of the city and guarantees the loans as soon as the city puts its bonds on the market.

Other features of the Metro financing:

- Loan money is used as amounts are voted by the Municipal Council for the sole purposes of the subway. Approximate costs must be determined.
- The executive committee cannot borrow beyond the amounts authorized by the Council. But it has some latitude, in that it may borrow in total or part and from time to time.
- Because of their Provincial endorsement, subway loans are treated separately from other loans.
- Although calculated on a 40-year basis, loans are made for 20 to 25 years and renewed as to the unpaid balance to complete payments in 40 years.
- The city exercises full control over the administration and operation of the subway.
- Financing of the Mt. Royal (Canadian National) line involves the usual repayment process based on a monthly rent basis. Thus, the city does not have to resort to the borrowing process.
- Authorized loans are subject to the usual conditions of municipal borrowing bylaws while amounts to recover, amounts due and payable are part of the annual budgetary estimates of the city.

suburban route are "still under study," according to a spokesman for the city. The big rub on this route, as some critics see it, is that it will not match the other two routes either in appearance or type of equipment used. Lines 1 and 2 will be patterned after the Paris Metro's Line 11 in which rubber-tired cars run on specially designed tracks. The CN above-ground route would be equipped with standard steel-wheel cars operating on standard gauge track. One disadvantage: equipment cannot be interchanged among the three lines.

The rubber-tired cars have been the subject of a barrage of words, both for and against, from city officials and representatives of equipment manufacturers in Canada. The controversy has centered around whether or not the city should go overseas to get its subway equipment.

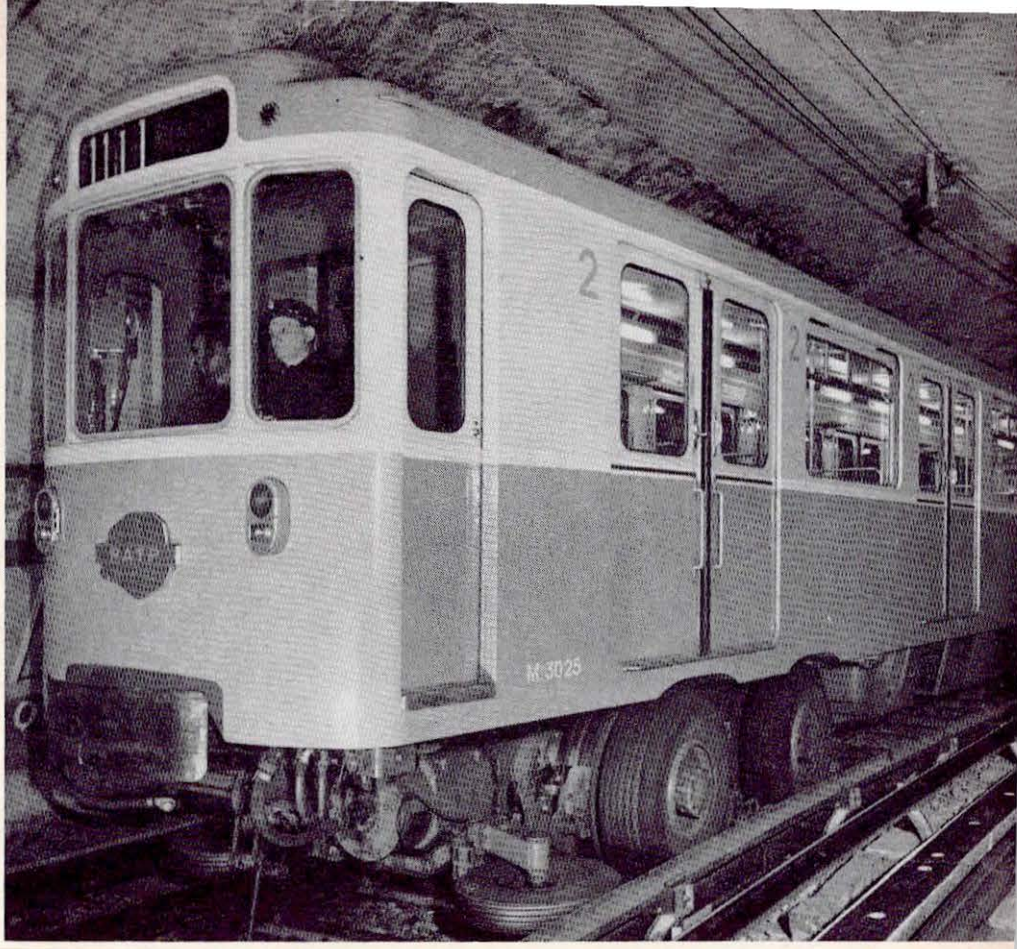
The city says it welcomes all comers. Last week it put out builders' tenders for the Paris-type cars. Montreal's version will be modified, somewhat. Trains will be of nine cars each—six powered cars of 50 feet, and three trailers of 56 feet. Each car will be 8 feet, 4 inches wide, 11 feet, 9 inches high and tenders will be sought for both steel and aluminum versions. The electrical equipment on each train will include 24 motors and six sets of controls. Each train will carry 540 seated passengers and 927 standees.

● **Why Paris-type equipment?** The city based its decision to use Paris-type equipment on a number of factors. Officials cite its advantages in adhesion, suppression of noise, high permissible frequency of stops and starts, reduced train intervals, lighter cars, possible addition of trailer cars, possibility of steeper grades, and simplified engineering works.

Opponents of the Parisian system argue that the concrete tracks on which Montreal's cars will run, to cite one example, will crack under the severe temperature changes experienced in the Canadian city. Paris, they say, has never had to face this problem because the climate is milder there.

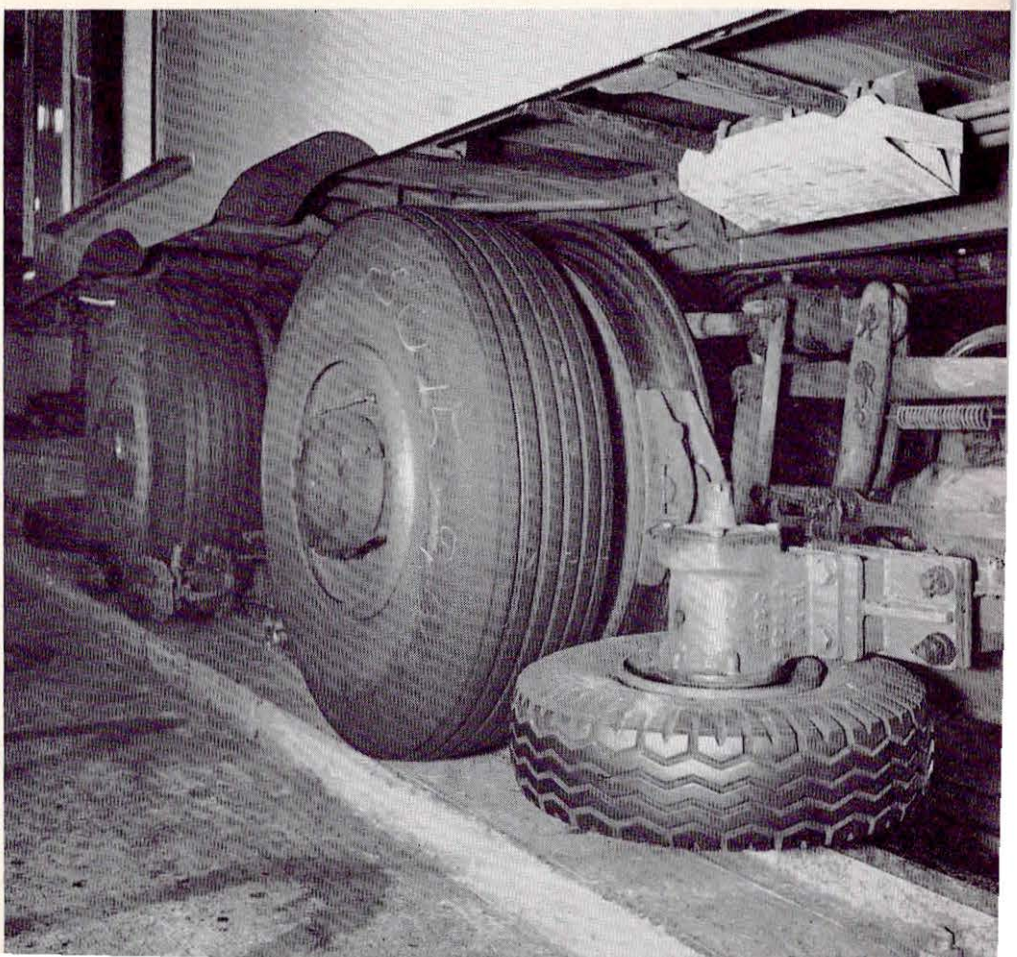
Others have taken issue with the claims made for the rubber-tired equipment, ranging from challenges to statements on acceleration rate to the cost of a rubber vs. steel wheel. (The going rate for rubber, nitrogen-filled 40-inch tires for the subway will be about $150 each, compared to $100 for a 28-inch steel wheel.)

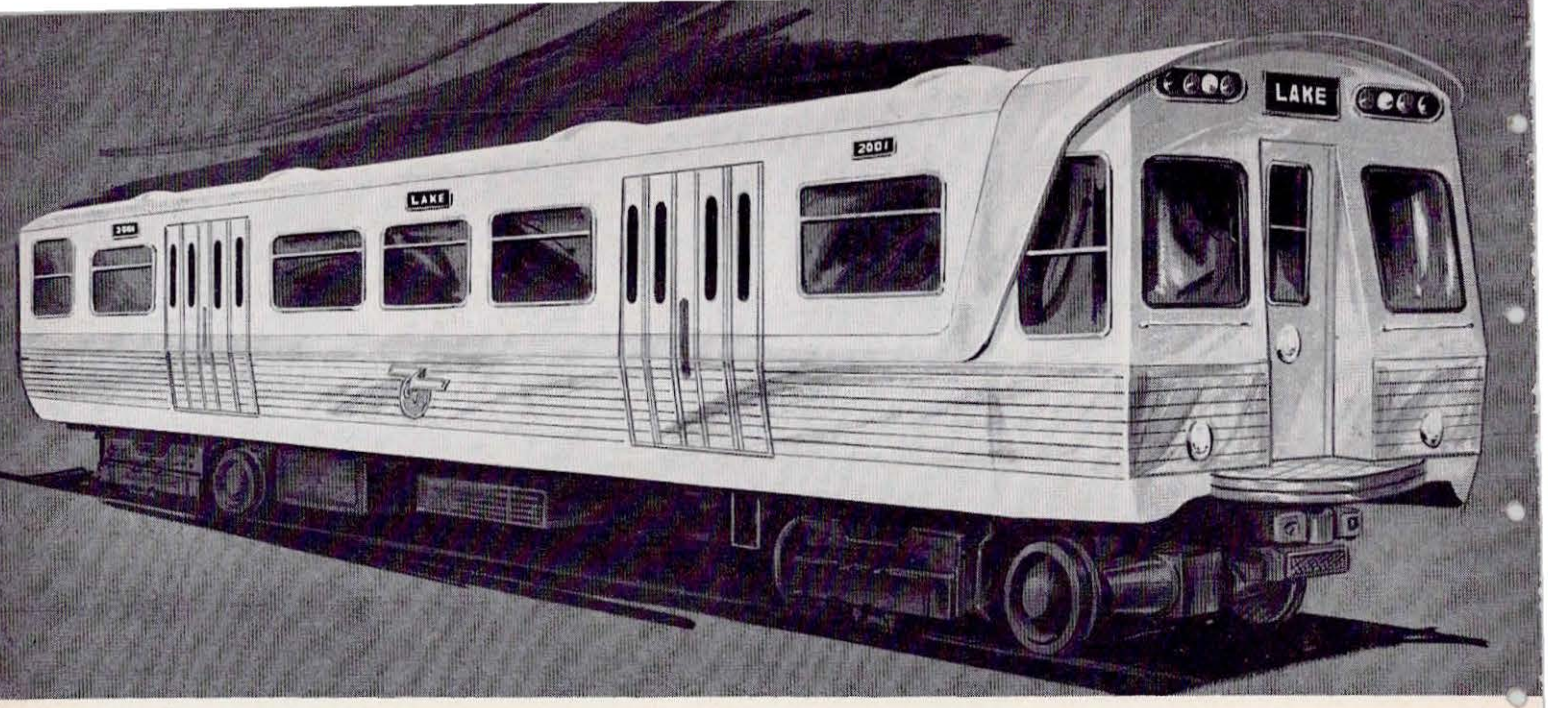
The city's decision to go French on its subway "was reached in good faith," says Executive Committeeman Saulnier. "We intend to give maximum protection to private enterprise. However, there is no intention on the civic administration's part to increase the burden on the taxpayer."



French Subway Car: Montreal Copies a Paris Original

The rubber-tired Paris subway car shown above is similar to the type to be used on Montreal's Metro. Engineers from the Regie Autonome des Transports Parisiens, the French capital's transit body, are consultants to Montreal subway authorities. Below: a close-up of the wheel arrangement. Guiding is by horizontal wheels, before and after the truck, which press against lateral guiding bars. The inner steel flanges take over at switches and are also used for braking.





NEW TRANSIT CARS for Chicago are expected to look like the car sketched above. They will be used in two-unit sets.

CTA Cars to Have 'Eye Appeal'

The 180 high-speed, all-metal, lightweight cars — to cost an estimated $15 million—will permit retirement of 200 old cars on the Chicago Transit Authority's Lake and Douglas routes.

Carbuilders will have "maximum leeway in producing a fleet of high-performance cars that will attain new heights in eye appeal, passenger comfort, safety and speed" when they bid on 180 "New Look" rapid-transit cars for the Chicago Transit Authority.

● **Bids to be opened May 3.** The high-speed, all-metal, lightweight cars will cost CTA about $15 million. Bids are to be opened May 3, and deliveries are scheduled to be completed within 17 months after a contract is signed. (RA, March 11, p. 43).

CTA will assign the new units, in two-car sets, to its Lake Street route and, perhaps, its Douglas route. Purchase of the 180 units will permit retirement of 200 cars in the 50-year-old bracket.

Specifications covering the cars call for streamlined design "to be achieved by artistic use of steel, stainless steel, or steel and aluminum, by exterior paint design and large picture side windows."

● **Seating capacity of 98.** Each two-car set, semi-permanently coupled, will have a seating capacity for 98 passengers, 47 in car "A" (the conductor's car), and 51 in car "B." Either sliding or folding doors may be used. Each car, equipped with four 100-hp motors producing a maximum speed of 65 mph, will not weigh more than 45,000 pounds without air conditioning equipment. The car frames are to withstand a minimum of 20,000 pounds static pressure applied against anti-climber at the ends of the car frame.

Other features planned for the cars:

● Tinted safety glass in all windows; single density in the fixed lower sections, double density in the upper sections which may be tilted inward to a 30-degree angle when desired.

● Gunlock seats with 36-inch cushions of plastic upholstered in vinyl-coated fabric, and tapered seat back frames that provide a wider aisle at hip height.

● A heating and ventilating system new to rapid transit cars but similar in all major aspects to the system developed for CTA's latest buses.

● Fluorescent lighting fixtures integrated with the car card racks. A single row of tubes, to be installed in the car card rack on each side of the car, will be concealed by a sheet of plastic with a ground glass appearance.

● A public address system for announcing stops and broadcasting operating information. The system will be coordinated with train phones in the motorman's cab for direct connection between Operations Control in the Merchandise Mart and in-service trains.

● Car roofs, sidewalls and floors will be insulated for noise- and weatherproofing with material equivalent in effectiveness to one to two inches of fiberglass.

● New trucks designed by the CTA in co-operation with manufacturers and the Institute for Rapid Transit. The trucks will have rubber and steel springs and shock absorbers.

● Automatically changed front-end and side signs remotely controlled from the motorman's cab.

An innovation for the CTA will be a controller providing four speed and four brake positions. The speed positions are (1) very low speed for switching (2) an acceleration rate of 1.5 mphps per second (mphps) to a speed between 15 and 20 mph (3) initial acceleration at 3.2 mphps to a balancing speed of 40 to 45 mph and (4) initial rate of 3.2 mphps with a balancing speed of 65 mph. Dynamic braking rates are 1.2 mphps in position 1; 2.1 mphps in stage 2 and 3.2 mphps in position 3.

Position 4 is emergency braking in which a friction brake is superimposed upon the main dynamic braking system. This may be supplemented by a track brake.

● **May be air conditioned.** Alternate bids are being requested on air conditioning equipment, primarily to determine how much it would add to the cost of the fleet. A 9- to 10-ton unit is specified for each car. Installation of air conditioning would require modification of the ventilating system.

Transit: All Eyes on Washington

Last week around the nation transportation people were talking about monorail in Los Angeles, commuter problems in New York, 80-mph transit cars in Miami, and which mass transit bill would get the vote in Washington.

● **The capital scene.** At week's end attention was focused on Washington where the Senate Commerce Committee put together a revised mass-transit bill which left untouched the Administration's $500 million grant program, but specified that no money be given cities that could finance their own transit improvements with government-backed bonds.

The new draft was substituted for the bill being pushed by Sen. Harrison Williams (D.-N.J.), which is supported by President Kennedy and has been approved by the Senate Banking Committee.

The Williams bill, which won a favorable 9 to 6 vote in the Senate Banking and Currency Committee, was already on the Senate calendar. It authorizes the Housing and Home Finance Agency to contract for grants up to $500 million over three years.

The Commerce Committee draft wouldn't cut into the amount of money available for federal grants, but would attach certain conditions. HHFA grants to public transit agencies would be withheld until all "feasible" tax relief had been offered private transit companies, who are part of the local transportation plan; grants would not be made unless HHFA has determined that federally-backed bonds alone couldn't provide the financing needed to improve local transit facilities; and HHFA couldn't sign contracts for grants until Congress had appropriated the money in advance.

Support for the substitute bill was immediately forthcoming from a number of the original sponsors of the Williams bill.

Other transit developments:

● **Los Angeles monorail.** The Alweg Corp., builder of the Seattle World's Fair monorail, has gone before the Los Angeles County Board of Supervisors with a plan for 42 miles of rapid-transit monorail to be built with private financing.

The three-line system, costing an estimated $170 million, would be ready for operation in 1965. It would fan out to Westwood, the San Fernando Valley, and south to El Monte. It would be turned over to the Metropolitan Transit Authority for operation. Repayment of the private financing would be from passenger fares.

Alweg's proposal is made with the promise that "firm figures" will be submitted by May 15. The estimated monorail cost of $170 million compares with an MTA proposal for a $649 million subway-surface system.

In February, the County Supervisors gave short shrift to the Transit Authority's announced "intention" to build a $40 million monorail from downtown to the Los Angeles International Airport 17 miles away.

Meanwhile, in San Francisco, engineering design work on the Bay Area's new rail rapid-transit system is at a virtual standstill because of a taxpayers' suit.

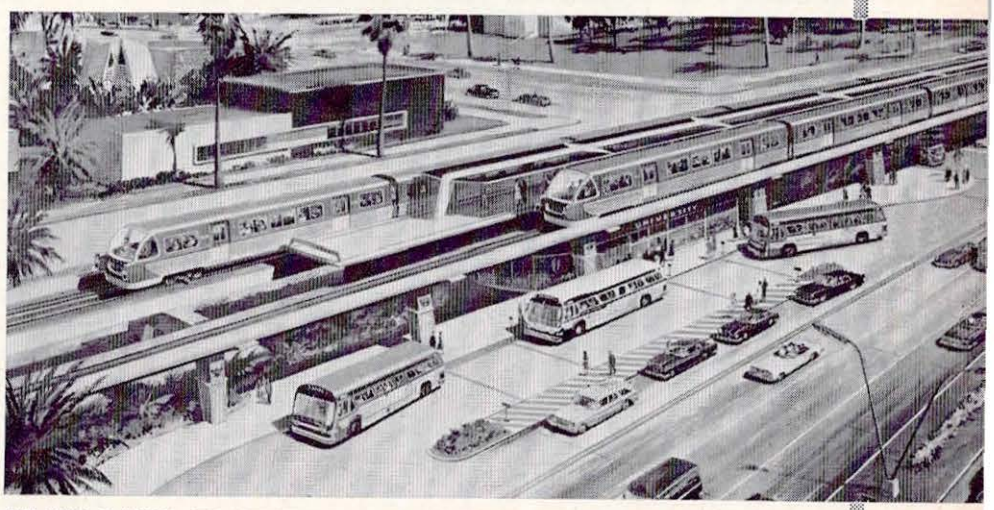
Most of the engineers and technicians already assembled for the project have either been dismissed or transferred to other jobs by the three Bay Area Transit District consulting firms.

● **New York area study.** The New York-New Jersey Transportation Agency released some of the findings of a two-year mass transportation journey-to-work study. Among the recommendations: expansion of peak-hour capacity of existing facilities; and direct rail access to the upper east side of mid-Manhattan from Long Island and points in New Jersey.

Proposals include a Park Avenue station in the Long Island rail tunnels to provide direct access to the Lexington subway for Long Island residents. New Jersey commuters bound for work in New York would use a proposed station in the Jersey Meadows to transfer from the Erie-Lackawanna to the Pennsylvania. New Jersey residents already served by the Pennsylvania would have direct access to the East Side subway.

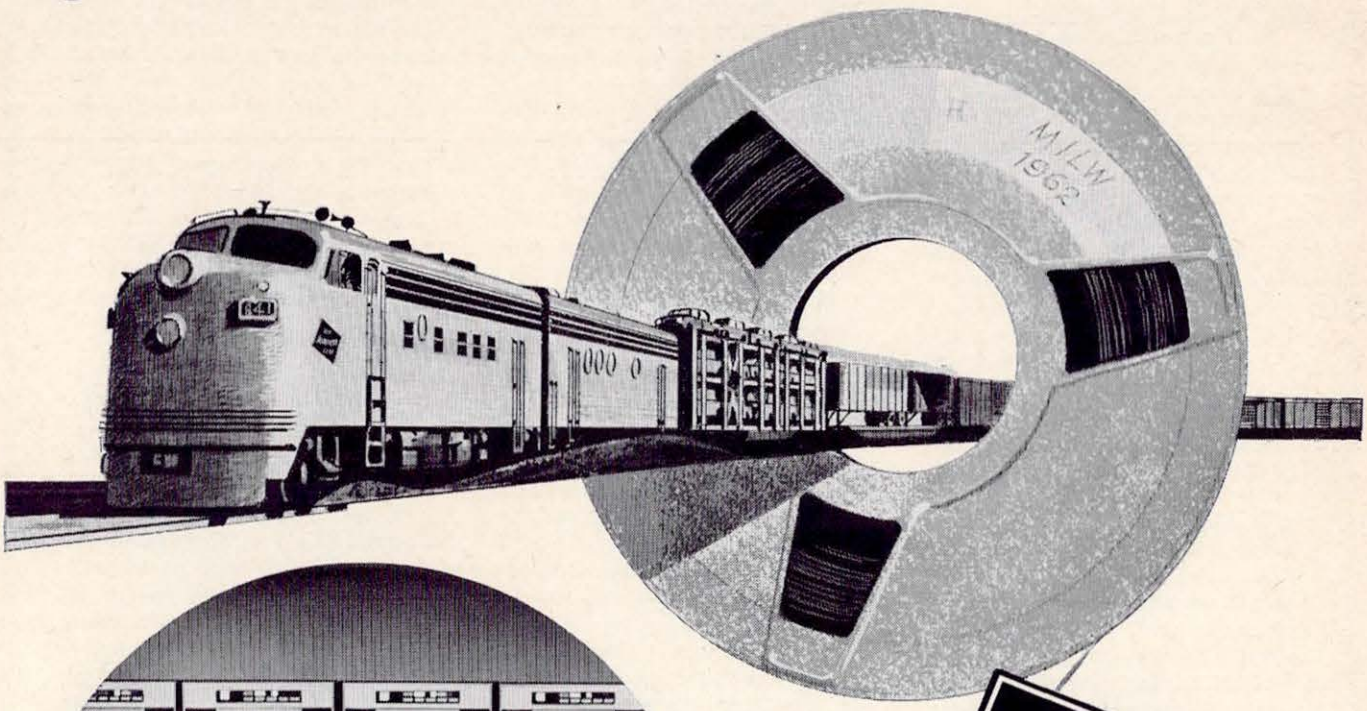
Long Island trains could operate through Pennsylvania Station to New Jersey, and Pennsylvania trains could be extended to Long Island.

● **Miami portrait.** The Dade County Board of Commissioners got a colorful view of what a modern rapid transit system in Miami might look like (see photo below) when it was presented a painting last week by General Electric. Artist John Gould did the painting under the direction of the Dade County Transit Authority, which wants "a transportation network that uses cars and buses to their best advantage, but relies on economical rail rapid transit for moving large groups of people quickly and efficiently."



MIAMI RAPID TRANSIT—an artist's conception of the Dade County Transit Authority's proposed balanced transportation system.

Here's a railroad that runs through a computer to bring the benefits of space-age electronics to shippers!



THE MILWAUKEE ROAD

America's resourceful railroad

One of our Creative Crews developed a unique EDP system that has increased efficiency and improved customer service. Accounting procedures and paper work that once took days are now accomplished in a matter of minutes. It enables the railroad to expedite shippers' freight rate applications by providing current and accessible information about existing traffic patterns.

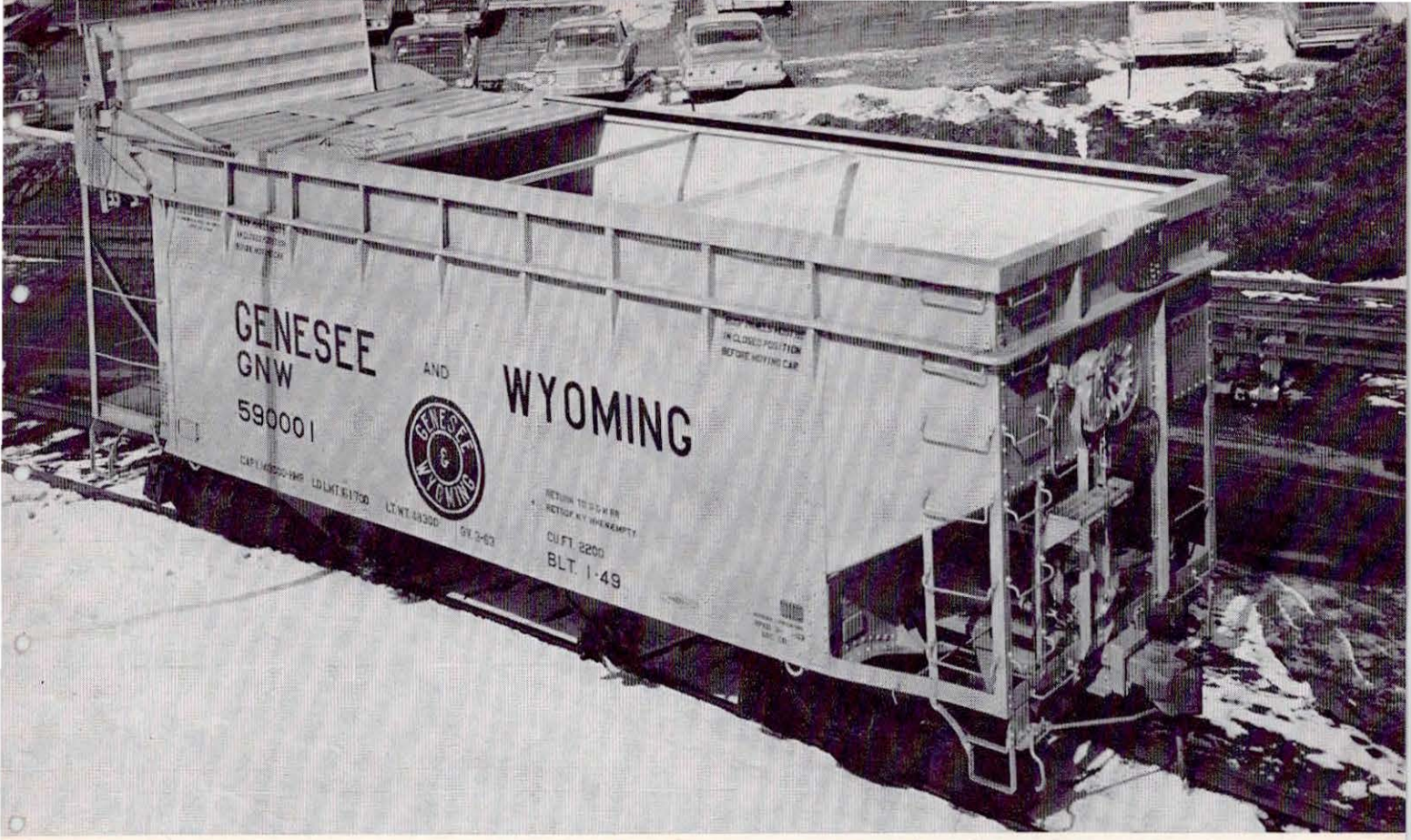
This Creative Crew has combined these advanced data processing techniques with a *completely new concept of consolidated freight regions*. Most of the clerical work at more than 800 freight offices has been consolidated into 9 regional offices. Electronic data processing equipment in the regional offices feeds information into the control center. Shippers benefit from current, accurate billing and rate service.

The Creative Crews that run our EDP system are experienced railroad men who know shippers' needs and problems, firsthand. Let them put *electronic railroading* to work on your shipping problems. *The Milwaukee Road, Union Station Bldg., Chicago 6, Illinois.*

ANOTHER EXAMPLE OF MODERN "PIONEERING" BY OUR

CREATIVE CREWS

The Milwaukee Road has put Electronic Data Processing to work for the greater advantage of its customers!



UNCOVERING entire top of car when roof is rolled back permits mechanical loading without voids.

G&W Gets Hoppers With Sliding Roofs

The sectionalized MacGregor roofs—already installed on 50 cars, with additional installations to come—prevent the contamination of salt ladings and permit heavier loading of cars.

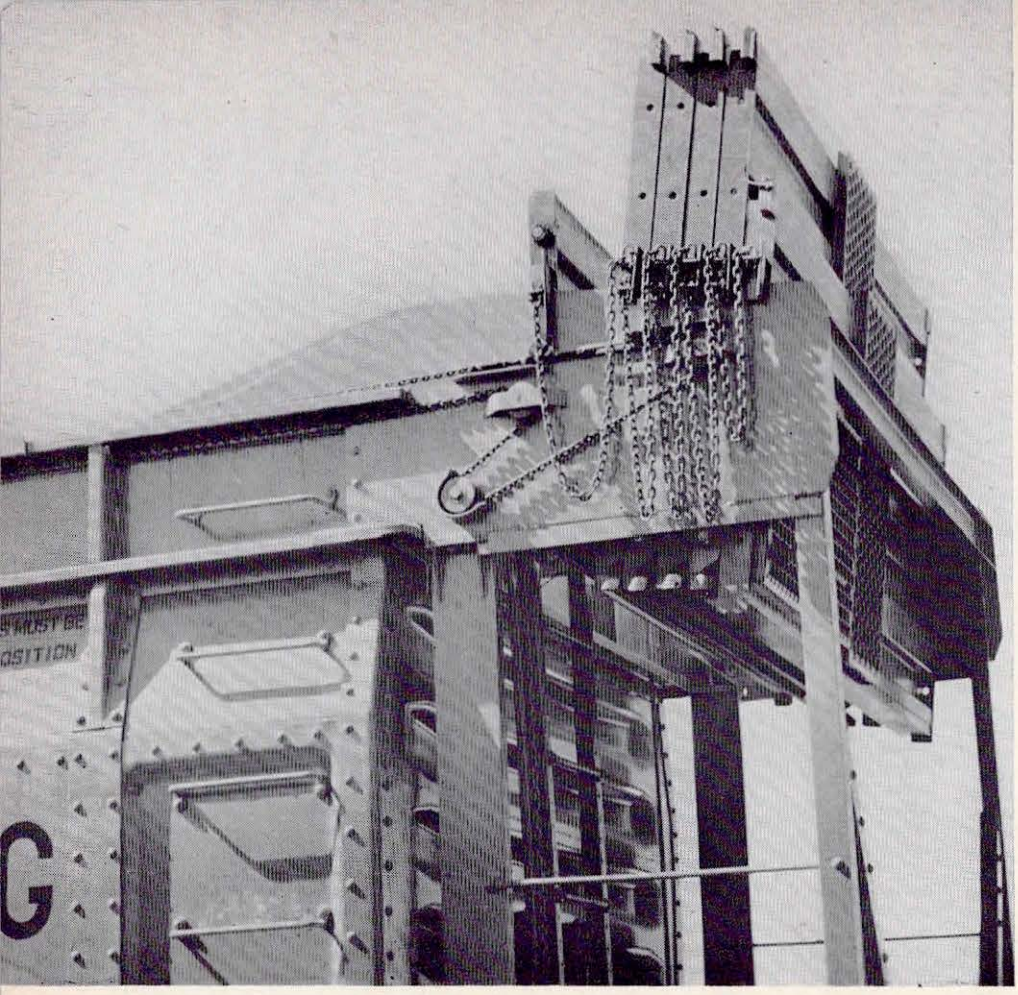
Fifty hopper cars just put into service by the Genesee & Wyoming have MacGregor integral, sectionalized roofs which can be rolled back to completely uncover the tops of the cars, speeding and simplifying bulk-commodity loading.

This marks the initial U.S. application of the waterproof, roll-away roof on a fleet of cars. In Europe, over 4,000 freight cars have been equipped with the roof during the past seven years.

In the U.S. the roof is supplied by Railroad Supply & Equipment, Inc., licensee of MacGregor-Comarin Inc., which first developed the roof as a ship hatch cover. Two years ago a 46-foot Bessemer & Lake Erie gondola was converted into a closed-top car for steel handling by equipping it with the first MacGregor roof ever installed on a U.S. freight car (RA, July 3, 1961, p. 18). The gondola, since utilized for hauling coil and sheet steel, has reportedly elicited enthusiastic response both from shippers and consignees.

G&W anticipates a similar reaction from its customers. This 14-mile railroad, serving the big International Salt mine at Retsoff, N.Y., looks to these cars to overcome contamination problems encountered with conventional covered hopper cars which now move a commercial-grade sodium chloride to chemical companies. "We are tremendously enthusiastic about them," says J. W. Kiefer, Jr., G&W general manager, reporting on initial experience with the first of the new cars.

● **Overcomes contamination.** The ability to uncover the entire top of the



INTERMEDIATE PANELS are connected to each other only by short chains; lead panel is powered by chains extending length of car.

car permits easy inspection of the car's interior before and after the salt loading. Although the MacGregor roof has proved to be completely waterproof, it does permit air circulation, overcoming the problem of condensation which develops in conventional covered hopper cars. Major chemical companies must have salt which is uniformly dry to assure the success of some of their processes. This Mr. Kiefer cites as one of two major reasons for purchasing the MacGregor-roof hopper cars.

● **Cars can carry more.** Increased efficiency of loading, the second reason, is a matter of prime concern for the G&W. Because the entire roof can be rolled back, it is possible to fill the car interior from side to side, something not economically feasible with standard covered hopper cars. "This will solve the void problem which runs in the range of 18% in regular covered hoppers," says Mr. Kiefer. "It has been better to load less in each car than to attempt to trim the load by hand, delaying the movement of cars under the loading spouts."

At least 95% of the available cubic capacity of the car can be utilized when the entire top is opened for loading, meaning that each car moves out with about 25% more payload. "This alone justifies our acquisition of the cars," Mr. Kiefer concludes. It will mean fewer cars, empty and loaded, to be handled by G&W and its connections. Consignees will receive equivalent tonnage in fewer units, reducing in-plant switching and probably cutting man-hours expended in emptying cars.

● **G&W inquiring for more.** Prospects were so attractive that even before the first of the 50 cars was delivered, G&W was already inquiring for 200 more of higher capacity. Specifications for the 200 new hopper cars call for a capacity of 100 tons, compared with 70 tons for the cars which have just gone into service. The car body is to be of the 3,700-cubic-foot size. It is probable that the additional cars will be ordered shortly.

Cars completely rebuilt

The cars just acquired were rebuilt by Greenville Steel Car from standard AAR 50-ton twin-hopper cars. The bodies were completely renewed, with sides and ends being extended 17 inches above the original top angles to compensate for the volume lost at one end of the car where the roof storing ramp is installed. The slope sheet at the storing-ramp end was replaced with a vertical end wall on the bolster center line. Inside length was reduced from 33 feet to approximately 28½ feet. Cubic capacity of the rebuilt car is 2,200 cubic feet; light weight, 48,300 pounds. Trucks were rebuilt with higher capacity axles, bearings and springs, raising the car's load-carrying capacity from the original 50 to the present 70 tons.

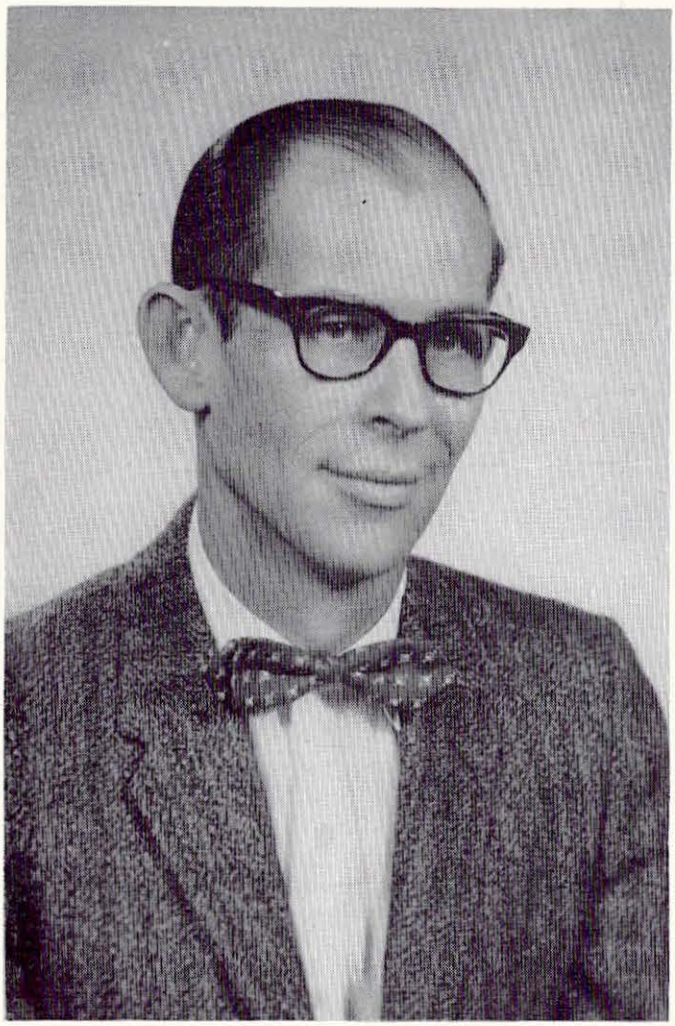
The MacGregor roof consists of four 64-inch-long intermediate panels and two shorter end panels. Each section rests on a pair of flanged rollers which run on tracks mounted on the car's top side angles. Tracks, rollers, and the edges of the sections, along with the endless chains attached to each side of the panel most distant from the driving crank, are housed in a box-shaped structure atop the side angles. This arrangement is designed to form a weatherproof enclosure for the sides of the sections when the roof is in closed position. Ends of the sections lap over each other so that the transverse joints are also water tight.

Although the overlapping of the sections and the gutters which form the chain runway keeps rain from entering the car, there is some ventilation through the overlaps. Following the first installation on the B&LE gondola, the waterproof aspect was tested by hosing the car with water at a pressure of 120 psi. There was no seepage. Seven years' operation in Europe has shown that moisture does not enter even when cars are running at high speeds.

To open the sectional roof, a lock adjacent to the hand crank is released. Movement of the crank moves the chains extending down both sides of the car so that the leading roof section at the far end of the car is pulled toward the operating crank. The leading section pushes each intermediate section toward, and into, the storage ramp as it is pulled down the length of the car. The chain and drive, manufactured to close tolerances, form a positive drive without slippage, producing completely smooth operation. All rollers have Oilite bushings so they will never require lubrication.

● **One-man operation.** The crank is operated by one man. The cranking pressure required is about 11 pounds. At a normal cranking rate, the roof can be closed or opened in less than two minutes. Because roof sections are joined with each other only by the short chains, it is possible to replace any damaged section by simply lifting it from the storing ramp and substituting a good section.

In addition to its main rollers, each roof section has a set of guiding rollers. The guiding rollers tip each section into its vertical storage position as it reaches the end of the car. The storing ramp slopes downward so the sections auto-



C. D. FORBES
Traffic Manager
Macklanburg-Duncan Co.

"We find Railway Age interesting and informative..."

"We find many articles in your publication that are interesting and informative. Our inbound traffic is primarily carload but our outbound is basically small shipments and articles such as the recent one on REA Express are especially interesting to us."

matically move to occupy a minimum of space.

During closing of the roof, the guiding rollers return each section to the horizontal position. The endless chain again moves the leading section. This section is linked by a pair of short chains to the section immediately behind it. Each succeeding section is similarly connected to the one behind. As the leading section is moved down the car, its pull lowers each section to interlock with the one ahead and then rolls it to its final, fully closed position.

● **Approved by ICC and AAR.** The roof installation on the hopper cars and their gondola predecessor has been sanctioned by the ICC and the AAR Mechanical Division. Roof panels are equipped with necessary running boards and handholds to conform with present safety-appliance regulations. The Mechanical Division has assigned the mechanical designation HMR to the G&W cars.

"The potential in this type of roof is only beginning to be realized," says A. R. Frampton, president of Railroad Supply & Equipment. He points out that an installation for a box car has been completely designed and that one MacGregor roof was installed experimentally on a van-type highway trailer some time ago.

● **Traffic is 95% salt.** The unusual covered hoppers just going into service on the G&W are only the latest innovation for the prosperous railroad, which is in the Genesee River valley about 30 miles southwest of Rochester, N.Y. Built during the early 1890's to connect the salt mine at Retsof with practically all the trunk lines in western New York state, the short line continues to depend on outbound salt shipments for over 95% of the loads it handles.

Traffic is interchanged directly with the Baltimore & Ohio, Erie-Lackawanna, Lehigh Valley and New York Central. The Genesee & Wyoming also makes a connection with the soon-to-be abandoned Rochester Branch of the Pennsylvania. Operating revenues are regularly over $1 million per year.

The G&W's almost complete reliance on a single commodity is a condition the road's management has been seeking to change, even though there is little prospect that the situation can be altered significantly.

Industrial park on the way

Industrial development is being pushed aggressively. Mr. Kiefer reports that an improved plot at Caledonia, N.Y., has recently been relinquished to a large eastern metal-products manufacturer with good prospects that a plant will be built on the site this year. A 225-acre site acquired last year, near the midpoint of the 11-mile main line, is currently being developed as an industrial park. Pending abandonment of the connecting PRR line, G&W picked up an additional inbound coal movement of 300 cars annually. Other inbound carload traffic, in addition to coal, includes lumber, farm machinery, and materials destined for the big International Salt mine at Retsof.

● **Role of piggyback.** While G&W filed piggyback tariffs a year or two ago primarily to capture outbound salt movements from trucks, loaded inbound trailers coming over the ramp at Retsof have been a factor in broadening the road's traffic base. Chemical raw materials for the Wallace & Tiernan plant in nearby Piffard, N.Y., comprise regular and substantial traffic.

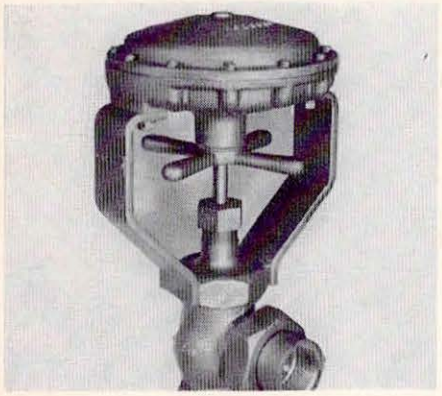
But despite its attempts at traffic diversification, the main concern of the Genesee & Wyoming has been, and will continue to be, its salt traffic. Its radio-equipped locomotives — three Alco 1,000-hp switching units and two smaller GE switchers — last year coupled to over 31,000 loads of industrial-grade sodium chloride used in various manufacturing processes and for ice control. The salt is shipped in bulk in grain-door-equipped box cars, in covered hoppers, and in gondolas—even though there may be some in-transit brining of shipments in such open-top cars. A major portion of the industrial salt goes to Niagara Falls, N.Y., about 60 miles northwest of Retsof.

Ice-control salt, which is shipped bagged in box cars and trailers as well as in bulk, is destined to points throughout the northeast from Tennessee to Maine.

● **Peak-and-valley problems.** Use of salt for highway ice control produces peak-and-valley operating problems for the G&W. Loadings run from the 50-cars-per-day range in summer to over 200 cars on some winter days. About 50% of its traffic moves in box cars. Last year for the first time in recent decades the G&W became a substantial owner of interchange equipment with the acquisition of 100 general-service 50-ton box cars which had been completely rebuilt by Greenville Steel Car. These have been followed by the 50 MacGregor-roofed hoppers and the prospect that an additional 200 higher-capacity hoppers of the same type will be ordered shortly. According to Mr. Kiefer, the G&W is putting into service cars in sufficient numbers and of proper design to make possible regular, high-volume salt movements, at the same time assuring delivery of a commodity which meets the standards required for the most precise manufacturing processes.

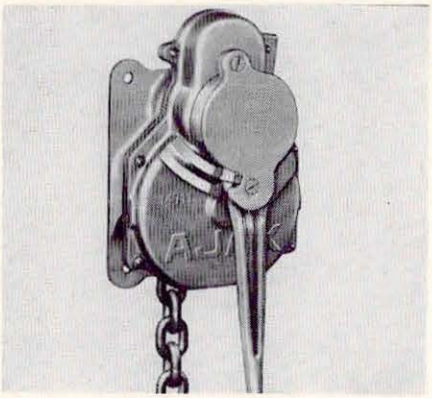
SALT, shipped in new or conventional ways, will continue to produce most of G&W traffic and revenue.

NEW PRODUCTS REPORT



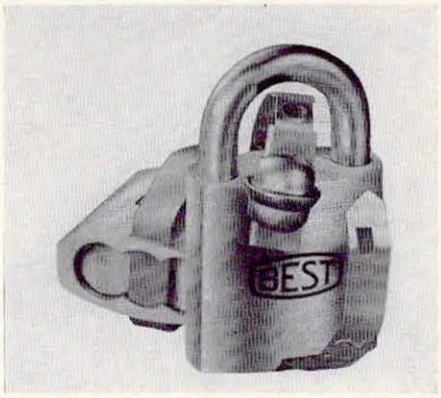
Stop-Check Valve (RA1)

The AS-212 automatic air-operated stop-check valve shuts off high pressure steam to 300 psi. It reduces steam pressure drop by eliminating the train-line shut-off valve and permits unrestricted flow, making more steam available for heating purposes. The valve features stainless-steel parts and is offered with one or two push-button control panels. A manual shut-off handle is provided. Conversion kits are available for S-212 valves. *Vapor Corp.*



Hand Brake (RA-2)

The Ajax pump handle hand brake features quick takeup, one-hand operation and a flat profile which allows maximum clearances. It mounts within sides of drop-end gondola for safe operation and is adapted for use on piggyback cars. The corner post mounting gives the brakeman a clear view. Internal parts are cadmium plated and diochromated to protect from rust and corrosion. The off-on lever is weighted for easy movement. *Ajax-Consolidated.*



Car Seal Padlock (RA-3)

The Best solid brass car seal padlocks, designed for extra protection of freight-car shipments and truck cargo, are slotted to take a standard car seal which covers the keyway and keeps key out. Working parts are not exposed to dirt and weather; the seal does not pass through pin-tumbler mechanism. Models are available with 6 or 7 pin core, and various length brass, bronze or steel shackles. *Best Universal Lock Co.*

Flooring Tile (RA-4)

Hypalon, a du Pont product, is combined with other resilient flooring raw materials to produce Vistelle Corlon tile flooring. It is said to have superior resistance to chemicals, stains, and burns, and to "recover within 24 hr" from indentations made by stiletto heels. The flooring is manufactured in ⅛-in. gauge in tile sizes 9 x 9 in. and 12 x 12 in. and is available in ten colors. Graining extends through entire thickness of the tile. *Armstrong Cork Co.*

Power Tools (RA-5)

Drills, sanders, grinders, polishers, saws, screwdrivers, a seam roller and a shear comprise a new line of more than 60 electric power tools. Drill sizes are ¼ to 1 in., and speeds 700 to 3,000 rpm. Abrasive tools are available in standard duty, heavy duty, and vertical models. The circular saws are 6½, 7¼ and 8¼ in., and 32 of the electric screwdrivers are reversible. The S28 portable electric shear cuts 16-gauge steel. *Ingersoll-Rand Co.*

Pneumatic Vibrators (RA-6)

Greater force, lower air consumption, and longer maintenance-free service because of bolt-shock isolation design are said to feature the Series 5000 flange-mounted, piston-type pneumatic vibrators. They range in bore sizes from 1 to 4 in. and in high-impact, high-temperature models designed for the control of materials flow in bins, chutes, hoppers, and other applications. *Branford Co.*

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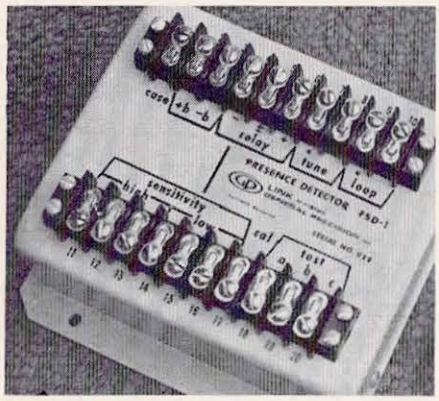
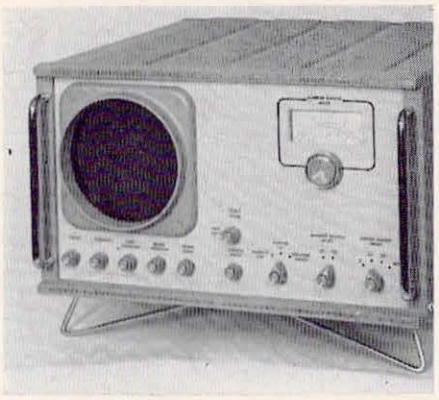
NEW PRODUCTS REPORT



Presence Detector (RA-7)

The new Link FSC-1 (fail safe) presence detector electronically signals the presence or movement of railway vehicles of all types.

The FSD operates on the shorted turn effect principle of a metal mass over an inductance loop. The loop is laid under the track in the form of a figure eight for straight track, or shaped to encircle an irregular area such as a switch. *Link Division, General Precision, Inc.*



Fault Analyzer (RA-8)

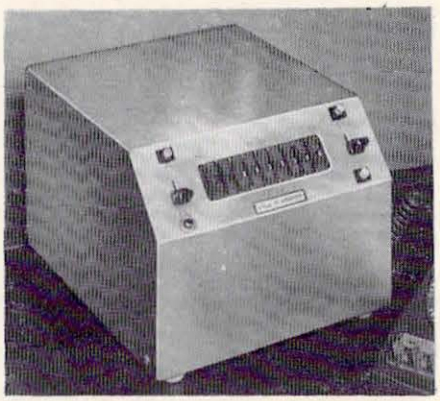
Sierra's new line fault analyzer instantly pinpoints opens, grounds, shorts and taps on open wire lines from less than ½ to 200 miles from a terminal. Wherever an AC source and line terminals are accessible, the Sierra 371A can be used. Connect it to any open wire line using a regular line coupling network and Sierra 371A will send a high amplitude pulse down that line. Reflected discontinuities appear as "pips." *Sierra Electronic Division of Philco.*

Teleprinter Actuator (RA-9)

Commanded by four-letter code groups transmitted from any other teleprinter on a 60-, 75-, or 100-word-per-minute party line, the new Communicom model A teleprinter selective actuator turns on any other selective printer for message transmission and then, on command, shuts it down. The basic unit handles up to 24 stations, but options are available to provide for larger numbers of stations on the circuit. *Chaskin-Dimmick Corp.*

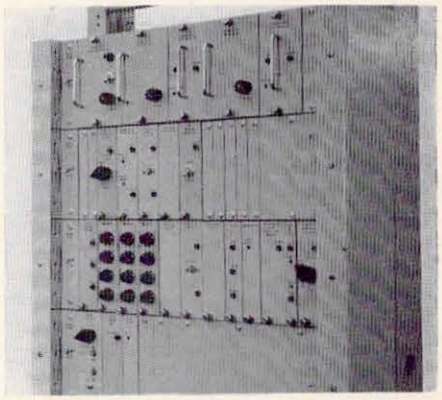
Pole Puller (RA-10)

A new portable pole butt puller enables one to quickly pull butts and reset new poles in the same hole. The portable puller components are assembled by link rods, and Holan's 4600 pole jack is mounted on the base plate. Thus supported, a chain can be attached to a butt cut off near ground level. The pole butt puller can be assembled and a pole pulled in an average of 15 min. The jack has an 18 in. stroke. *Holan Corp.*



Call Diverter (RA-11)

The call diverter is a new electronic device that will automatically transfer any incoming telephone call to any other preselected telephone, intra or interoffice. It can be used also as an alarm system and as a remote control system. The unit can be attached to any two-line telephone system. When a number is set into the diverter, it will transfer the incoming call to this preset telephone. It will handle 7 to 12 digit dialing. *Marcom Corp.*



Duobinary Coding (RA-12)

The new duobinary coding FM data transmission system 26B sends information over telephone lines or microwave at fixed rates of 2400, 1200 and 600, or variable rates up to 1200, bits per sec. The system is claimed to have a high degree of error detection without the introduction of redundant information. The 2400 bits-per-sec rate of transmission is equivalent to 3,200 words per minute. A limiter circuit provides 40-db dynamic range. *Lenkurt Electric Co.*

Rates That Will Build Business

Rate analyst shows how to use cost and rate data in the calculation of effective prices.

In the February 4 Railway Age, p. 32, there were set forth in a table (reproduced herewith as Table I) present rates on a product designated as "Globsite"—along with truck rates, estimated truck costs and railroad out-of-pocket costs. The problem was to find a scale of railroad rates which would increase railroad traffic and earnings in the movement of the commodity. The article below sets forth one answer proposed for the problem—Editor.

By ALAN M. WHITE*

It was stated in the February 4 article that national production of "Globsite" increased slightly from 1956 to 1959, while tonnage hauled by rail in one of the rate territories fell off 48% —indicating the acute need for remedial rate action. It was pointed out that railroad rates, to be effective in attracting traffic, would have to be 10¢ less per 100 pounds than truck rates.

It was also stated that "traffic flow" data indicated that 30% of total Globsite tonnage moved less than 200 miles; 37% 200-400 miles; 23% 400-600 miles; 10% 600 miles or more. Railroads were said to handle 23% of the tonnage under 200 miles; 22% 200-400 miles; 35% 400-600 miles; 80% above 600 miles. Attainment of a 70,000-pound minimum carload seemed to be feasible.

In such a situation as this, the inherent advantage of the railroad lies in its low line-haul cost of about 1.2¢ per ton-mile for a 50,000-pound load and .9¢ for a 70,000-pound load. Its economic disadvantage is a high terminal cost of about $80 per car, which, with the shipper's expense of loading and unloading, becomes $130 per car or 26¢ per cwt. for the 25-ton load, and $150 per car or 23¢ per cwt. for the 35-ton load—as against the truck terminal cost of $23 or 6¢ per cwt. for a 38,000-pound load.

*Mr. White is an analyst in the marketing department of REA Express. Opinions expressed in his article are his—not necessarily those of REA Express.

Table I—Comparative Rail and Truck Rates and Costs
(in cents per 100 lb)

Miles	Existing RR Rates (50,000 lb minimum)+ (1)	Lowest Known Truck Rate (2)	Est. Truck Cost (38,000 lb) (3)	RR O-P Costs (50,000 lb)* (4)	RR O-P Costs (70,000 lb)* (5)
100	36	38	16	22	17
200	47	44	26	28	21
300	56	50	37	33	26
400	65	65	47	39	30
500	73	75	57	45	35
600	80	99	68	51	39
700	88	134	78	57	44
800	96	—	88	63	49
900	102	—	99	69	53
1,000	109	—	109	75	58

+A "rail disability" estimate of approximately 10¢ per 100 lb should be added to figures in this column, to test their competitive relationship to truck rates and costs.

*These costs are 1959 O-P for one of the three territories. The figures would be different for the other territories. Costs are interline, intraterritorial for an average weight train. To test the competitive effect of these costs, approximately 10¢ per 100 lb reflecting "rail disability," should be added—in comparisons with truck costs and rates.

Table II—Proposed Rates and "Contribution"

Miles	Plan II TOFC Min. Wgt. 38,000 lb Rate	Cont.	Carload Min. Wgt. 50,000 lb Rate	Cont.	Carload Min. Wgt 70,000 lb Rate	Cont.
100	38¢	$ 84	36¢	$ 70	23¢	$ 42
200	44	68	47	95	29	56
300	50	49	56	115	35	63
400	65	68	65	130	50	140
500	75	68	73	140	60	175
600	99	118	80	145	65	182
700	115	141	88	155	70	182
800	—	—	96	165	75	182
900	—	—	102	165	80	189
1,000	—	—	109	170	85	189

It may be assumed that truck and rail rates will become more cost-oriented in the long run under the impact of intermodal competition. Of greater significance, the pattern of shipper distribution will be altered by changes in the rate level and relationships. The principal short-run factor that must be weighed is that rate reductions on existing traffic immediately come out of net revenue, while a period of time will elapse before shippers will revise their routing guides, and an even longer period before the shipper's sales pattern will adjust to the impact on the profitable scope of his marketing area. A still longer time will elapse before plant capacity and location are adjusted to an optimum relationship with the altered marketing possibilities.

From the fact that there are 30 plants producing the commodity and over half the distribution is within 300 miles, it is deduced that the product may be manufactured at approximately equal cost from raw materials that can be made available at many locations and that it is highly price competitive, much of it probably being sold on a "freight equalized" basis.

Service is apparently a factor of major importance, since 20% of the traffic that moves over 600 miles, where the rails should be at their competitive best, is moving by truck at a premium rate. Railroads should be cautious in reducing the short-haul rates and thus constricting profitable marketing areas, and encouraging new plant construction rather than plant enlargement. Their interest lies in taking action that will promote a lengthening of the average haul above the present very low figure of about 300 miles.

From the long range standpoint, all of the box car traffic for distances under 400 miles is presently vulnerable to diversion to truck on a service, price and cost basis. Only at 300 miles does the rail cost for 70,000-pound loads

start to fall sufficiently below truck cost to offset the 10¢ "disability" and make it possible to offer an incentive for the acceptance of a minimum weight almost twice that of the truck; and obtain a better total contribution than the highway operation.

It appears that rail "contribution," both long-run and short-run, would be maximized by the following decisions:

1. Make no change in the present 50,000-pound rates, which will be effectively superseded anyhow by the new 70,000-pound rates for distances over 300 miles.

2. Since there is no reason why the cost of TOFC service for the longer hauls should exceed that of highway movement, duplicate the truck rates and minimum with Plan II piggyback, holding out-of-pocket costs plus a reasonable contribution as minimum. The trucks are not likely to cut these rates if the rails do not undercut them for the same class of service. The rate for 700 miles must be reduced to 115¢ to conform with the aggregate-of-intermediate rule since the truck rate of 50¢ for 300 miles, added to the rate of 65¢ for 400 miles, is less than the truck rate of 134¢ for 700 miles.

3. Publish 70,000-pound rates 15¢ below the truck rates for distances 500 miles and under. While the contribution per car would only be a little over half that received from the present 50,000-pound rates, it seems a reasonable gamble that the movement in carload service could be more than doubled for this shorter-haul traffic. The erosion should be stopped, and total contribution improved. Ten cents is necessary to offset the loading disability and the other 5¢ would be an incentive for more efficient use of the equipment. The rates would be highly compensatory and there is a possibility that the contribution could be improved by taking steps to eliminate most of the terminal expense, such as not absorbing any switching charges.

While the contribution per car under the suggested 70,000-pound rates would be less for hauls 300 miles and shorter than now received for the 50,000-pound rates, it would seem that the rails would have to accept this sacrifice to the extent that shippers are able to convert to 35-ton loads as an alternative to their eventual elimination from participation in the very short-haul movements.

To combat decentralization

For distances under 300 miles the suggested 70,000-pound rates would yield slightly lower per-car revenue than the present 50,000-pound rates and some judgment decision should be made as to whether total contribution would be greater by raising the 70,000-pound rates to the point that the per-car revenue would clear, at the risk of seeing the traffic diverted to lower priced truck movement, or the 50,000-pound rates cancelled or reduced. Since box car costs, including the 10¢ rail disability, are higher than motor carrier costs in this distance range, there seems to be some reason to believe that the short-haul traffic is so vulnerable to diversion that the rails will have to equal the advantages of truck movement to the extent costs permit, in order to hold any of the movement in this distance range.

4. With only 10% of the tonnage now moving for 600 miles or more, total demand for transportation at that distance must be highly elastic and the 70,000-pound rates should be extended beyond 500 miles at increments of perhaps 5¢ per 100 miles. This would allow a constant contribution of about 25¢ or $175 per car and encourage movement into enlarged marketing areas from each shipping point, thus fostering plant enlargement rather than further decentralization.

Of course, a number of judgment factors are involved and these are subject to qualification according to the elasticity of the traffic demand, which may be estimated from the marketing situation of the shipper. Indicators are: the terms of sale; value of the product (which is a rough gauge of the value of the service or ability of the traffic to move freely at the present level of rates); extent to which shipper's plant capacity is being utilized; seasonality of movement; brand acceptance; quality variations; and other marketing factors. Determination should also be made as to whether the use of average costs is appropriate.

From the facts given it appears that railroads can make their service considerably more price-attractive to the shipper and do this without sacrificing any of their present contribution.

The railroad tariff would, therefore, provide for rates as shown in Table II.

It will be noted that there is a spurt in contribution at 400 miles, due to a hump in the distance progression of the truck rates. Smoothing out, this hump might well result in the sale of more ton-miles of service but this is a judgment matter that can only be resolved by negotiation. With the rails handling only 31% of the total tonnage, and failing to utilize their inherent advantage under 600 miles, this appears to be an ideal situation for improving the rails' competitive position.

The data presented in the Feb. 4 article would seem to indicate that this is another one of the instances where an effort must now be made to lock the barn door after the horse has been stolen. Paradoxically enough, this probably can be done—but certainly not overnight.

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Current Publications

TRANSPORTATION RENAISSANCE, edited by George F. Mott. Special transportation issue of The Annals, January, 1963. The American Academy of Political and Social Science, 3937 Chestnut St., Philadelphia 4. $2.

For the first time in some 20 years, the Academy has devoted a full issue to the subject of transportation. It is a 142-page collection of essays written by leaders in the transportation industry on a wide variety of subjects: the influence of users on transportation; the goals the government should keep in mind when setting forth transportation policy; problems currently facing each of the industry's modes; and a look at what's in store for transportation of the future, including the trends towards containerization, mergers and diversification of interests by transportation companies.

RAILWAY TRACK CONNECTIONS OR POINTS AND CROSSINGS, by K. F. Antia. 210 pages, drawings. The New Book Company Private Ltd., 188-190 Dadabhoy Naoroji Road, Bombay, India. $4.50.

LETTERS

Carloadings vs. tonnage

Peoria, Ill.

To the Editor:

We have been assembling information about carloadings vs. tonnage, and I am happy to enclose a statement [see box] of our carloadings and tonnage handled for the period 1948-1962 inclusive. This proves conclusively that carloadings by themselves are not a direct indication of railroad freight volume.

It is apparent that in 1956 there began a trend of heavier loadings and, based on the average tons loaded per car from 1948 to 1955 inclusive, the tonnage handled in 1962 would have required 22% or 23,717 more cars than the TP&W actually handled.

I am sure this situation is true on every other railroad in the country and perhaps more so on some railroads than with us.

It is distressing to read in daily papers almost every Friday that "Carloadings Drop Again"—without mention of the tonnage involved. This pattern of increase in tonnage shown herein will continue until the industry has become saturated with newer and greater capacity cars, and, as you well know, all of the new cars that are being ordered are of a higher capacity, such as 100-ton coal cars, etc. In addition to this, private industry is acquiring box cars, and tank cars of 30,000-gallon capacity, instead of 8,000 and 10,000 gallons, as in the years gone by.

Another area in which I think the railroad industry is being misjudged is in the reports of the number of cars that are acquired and put in circulation, with nothing being said about the hundreds of rebuilt cars that railroads are leasing or buying from car renovators.

There are cars, for example, like New Haven box cars born in 1946, revamped by Chicago based companies and sold or leased to railroads as rebuilt cars. This is certainly adding to the box car supply in the country.

In addition, many corporations are adding rebuilt box cars, tank cars, covered hopper and other types of cars, which are adding to the carrying capacity of the railroads—so here again, as in the case of the carloadings, is another area where we can improve our reporting techniques to the public.

The railroad situation is not so prosperous that we should omit pertinent information with the result of making things look worse than they are.

J. Russel Coulter
President
Toledo, Peoria & Western

TOLEDO, PEORIA & WESTERN

YEAR	TOTAL CARS HANDLED	TOTAL TONS CARRIED	AVERAGE TONS PER CAR	TOTAL CARS RESTATED ON BASIS OF AVERAGE TONS 1948-1955	INCREASE OR (DECREASE)	PERCENT OF INCREASE OR (DECREASE)
1948	83,760	2,539,116	30.31	85,063	1,303	1.56
1949	84,446	2,432,407	28.80	81,488	(2,958)	(3.50)
1950	101,190	2,969,408	29.34	99,478	(1,712)	(1.69)
1951	116,162	3,546,361	30.53	118,806	2,644	2.28
1952	112,340	3,373,303	30.03	113,008	668	.59
1953	114,280	3,379,497	29.57	113,216	(1,064)	.93
1954	110,244	3,270,619	29.67	109,568	(676)	.61
1955	119,010	3,608,566	30.32	120,890	1,880	1.58
1956	121,726	3,765,676	30.94	126,153	4,427	3.64
1957	118,011	3,738,403	31.68	125,240	7,229	6.13
1958	109,579	3,537,708	32.28	118,516	8,937	8.16
1959	116,080	3,841,619	33.09	128,697	12,617	10.87
1960	107,676	3,663,959	34.03	122,746	15,070	14.00
1961	105,316	3,632,880	34.50	121,705	16,389	15.56
1962	107,768	3,924,834	36.42	131,485	23,717	22.01

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PEOPLE IN THE NEWS

COTTON BELT.—**M. P. Nunnally,** engineer of motive power, Pine Bluff, Ark., retired Feb. 28. **F. C. Scheu,** chief clerk, mechanical department, Pine Bluff, appointed assistant to superintendent mechanical department.

S. R. Copeland, special agent, Tyler, Tex., appointed assistant general claim agent, Commerce, Tex., succeeding **D. C. Rolston,** retired Dec. 31, 1962.

DELAWARE & HUDSON.—**Robert P. Roy** appointed sales representative, New York, assigned to the territory formerly covered by **John W. Thomas.**

ESCANABA & LAKE SUPERIOR.—**H. C. Pierson** appointed general freight agent, Wells, Mich. **L. L. Hamilton** appointed auditor, succeeding **A. W. Moberg,** who retired March 15.

INTERSTATE COMMERCE COMMISSION.—**Isaac K. Hay,** associate general counsel, appointed deputy general counsel.

INSTITUTE FOR RAPID TRANSIT.—**Eldon A. Imhoff,** who retired in April 1961 as general superintendent of personnel, **Chicago Transit Authority,** appointed engineering consultant, IRT, Chicago.

LOS ANGELES METROPOLITAN TRANSIT AUTHORITY.—Re-elected the following officers: **A. J. Eyraud,** chairman; **Fred S. Dean,** vice chairman; **Walter J. Braunschweiger,** treasurer, and **Virginia L. Rees,** secretary.

NICKEL PLATE.—**M. B. Phipps,** executive vice president, Cleveland, elected president, succeeding **F. S. Hales,** who will retire May 1, but will continue as chairman of the executive committee. Both Mr. Phipps and Mr. Hales have spent their entire careers with the Nickel Plate.

A native of Bellevue, Ohio, Mr. Phipps attended Campion College and completed Harvard University's advanced management course. He entered service as telegrapher and advanced through various operating department positions until 1952, when he became general manager. In 1956 Mr. Phipps was appointed vice president—operation and in August 1959 he became executive vice president. Mr. Phipps also is vice president and director of the Detroit & Toledo Shore Line.

Born in Wilson, N.C., Mr. Hales attended North Carolina State College (B.E., 1913); Cornell University (C.E., 1916). He joined the Nickel Plate in 1916 as a draftsman. After military service during World War I, Mr. Hales served in various engineering department posts, becoming vice president—operation in 1947. He was named executive vice president in 1952 and has been president and a director since April 1955.

NORTHERN PACIFIC.—**R. W. Spannring,** system diesel supervisor, Livingston, Mont., appointed assistant to the general mechanical superintendent, St. Paul, Minn., succeeding **A. H. Schlichting,** who retired March 1 after more than 45 years with the NP. **H. J. Bell,** assistant roundhouse foreman, Livingston, succeeds Mr. Spannring.

PENNSYLVANIA.—**Daniel W. Echternach,** captain of police, Fort Wayne, Ind., transferred to Newark, N.J., succeeding **Henry J. Higgins,** promoted to chief of police, Chesapeake region, Baltimore, Md.

SEABOARD.—**Edward H. Lewis,** commercial agent, Jacksonville, Fla., promoted to general agent, Nashville, Tenn., succeeding **Marion T. Sanders,** transferred to St. Louis to replace **Oscar A. Williams,** who retired March 31. **John L. Allen,** division passenger agent, Fort Lauderdale, Fla., appointed assistant general passenger agent there.

WABASH.—**Edward Q. Johnson,** manager-operations research, appointed chief engineer, St. Louis, succeeding **William J. Hedley,** advanced to assistant vice president, Executive Department.

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Supply Trade

The Texarkana, Tex., district sales office, **Wood Preserving Division, Koppers Co.,** has been moved to Houston, Tex., and consolidated with the Houston district office, which has moved to 2312 South Main Street from 7200 Hardy Street. **J. W. Sullivan** is manager, Southwestern sales.

American Refrigeration Products, S.A., of Mexico City, Mexico, will manufacture transport refrigeration and air conditioning equipment under a license and technical assistance agreement with **Westinghouse Electric International Co.** The Mexican concern will produce the line of truck and trailer refrigeration units of the **Thermo King Corp.,** Minneapolis, Minn. Westinghouse Electric subsidiary, and will act as distributor for Thermo King products.

OBITUARY

V. E. Gunlock, 57, chairman, **Chicago Transit Board,** died March 21 at Illinois Masonic Hospital, Chicago.

Market Outlook

Carloadings Rise 3.4% Above Previous Week's

Loadings of revenue freight in the week ended March 23 totaled 534,999 cars, the Association of American Railroads announced on March 28. This was an increase of 17,786 cars, or 3.4%, compared with the previous week; a decrease of 20,874 cars, or 3.8%, compared with the corresponding week last year; and an increase of 34,666 cars, or 6.9%, compared with the equivalent 1961 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, March 23

District	1963	1962	1961
Eastern	78,882	82,890	73,037
Allegheny	89,931	97,988	79,892
Pocahontas	48,585	51,165	39,402
Southern	112,461	112,601	104,509
Nortnwestern	58,121	59,448	54,510
Central Western	108,722	111,973	111,098
Southwestern	38,297	39,808	37,885
Total Western Districts	205,140	211,229	203,493
Total All Roads.	534,999	555,873	500,333
Commodities:			
Grain and grain products	53,254	54,163	49,465
Livestock	2,963	3,775	3,635
Coal	97,330	100,483	83,073
Coke	8,046	8,923	5,659
Forest Products	38,172	38,727	34,024
Ore	17,074	19,335	13,471
Merchandise l.c.l.	19, 294	25,230	31,409
Miscellaneous	298,866	305,237	279,597
March 23	534,999	555,873	500,333
March 16	517,213	545,434	506,583
March 9	517,757	525,696	492,584
March 2	532,817	528,554	501,121
February 23	489,218	511,026	468,482
Cumulative total, 12 weeks	6,041,831	6,336,964	5,877,368

PIGGYBACK CARLOADINGS—U. S. piggyback loadings for the week ended March 16 totaled 16,026 cars, compared with 13,937 for the corresponding 1962 week. Loadings for 1963 up to March 16 totaled 154,750 cars, compared with 136,760 for the corresponding period of 1962.

IN CANADA.—Carloadings for the seven-day period ended March 7 totaled 61,352 cars, compared with 60,022 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
March 7, 1963	61,352	22,977
March 7, 1962	60,113	23,733
Cumulative Totals		
March 7, 1963	570,112	209,166
March 7, 1962	568,139	219,096

New Equipment

FREIGHT-TRAIN CARS

► *Louisville & Nashville.*—Ordered 50 100-ton, 7,000-cu-ft-capacity woodchip open hopper cars from Ortner at a cost of $918,800 for delivery beginning in late July, and five 100-ton, 4,180-cu-ft-capacity Airslide covered hopper cars from General American at a cost of $102,566 for delivery during March.

► *Norfolk & Western.*—Ordered an additional 1,500 85-ton, roller-bearing hopper cars from its Roanoke shops at a cost of $16.3 million. Under an accelerated schedule (calling for a 50% increase in production and the recall of 110 workers), Roanoke shops will be turning out 60 cars a week (increased from 40 a week). This means that the present order of 1,000 cars will be completed by late June. The new authorization will keep the Roanoke shops busy until the end of 1963. N&W President S. T. Saunders said the step-up in production was prompted by long-range forecasts of increased coal tonnage.

LOCOMOTIVES

► *Frisco.*—Ordered eight 2,500-hp, low-hood type U25B diesel-electric locomotives from General Electric for delivery during third quarter 1963.

► *Belt of Chicago.*—Purchased three EMD SW-1,200-hp switchers equipped with m-u controls for June delivery.

FOREIGN

► *India.*—Will use proceeds of a new $67.5-million International Development Association (World Bank) loan to finance imports of materials and equipment needed during 1963 for the railway development program. Included will be purchase of components and materials for the construction of locomotives and rolling stock in India. Orders will be awarded on the basis of international competitive bidding.

Orders and Deliveries

► *Orders Increase.*—Orders were placed in February for 5,976 freight cars, compared with 4,098 in January. February 1962 orders totaled 1,466. Deliveries in February totaled 3,074, compared with 2,445 in January, and 2,690 in February 1962. Backlog of cars on order and undelivered on March 1 was 19,952, compared with 17,565 on Feb. 1 and 17,736 on March 1, 1962.

TYPE	ORDERED February, 1963	DELIVERED February, 1963	ON ORDER & UNDELIVERED March 1, 1963
Box — Plain	1,251	685	6,785
Flat	709	531	1,650
Gondola	250	9	260
Hopper	200	491	1,925
Covered Hopper	1,192	349	2,091
Refrigerator	1,473	604	4,677
Stock	300	0	300
Tank	571	362	1,605
Caboose	5	7	179
Other	25	36	480
TOTAL	5,976	3,074	19,952
Car Builders	3,436	1,820	10,785
Railroad Shops	2,540	1,254	9,167

(Continued on next page)

New Facilities

► *Canadian National.*—Has awarded the first major contract for construction on a branch line off the Great Slave Lake Railway into the mine at Pine Point, Northwest Territories. Poole Construction Co., Ltd., will build the substructure for a 370-ft steel bridge over the Lower Hay River, which will involve building four piers and two abutments requiring 24,000 feet of timber piling and 5,200 yards of concrete.

► *Canadian Pacific.*—Eastern Region: $5 million authorized for the fifth year's construction phase of an automated gravity switching yard at Agincourt, Ont.; $243,000 for major siding extensions on the White River Subdivision in Northern Ontario; $1.2 million for a signal system to be installed in conjunction with the Toronto switching yard. Prairie Region: $1.7 million authorized to construct new terminal and maintenance facilities at Winnipeg for Merchandise Services operations, and $1.2 million for the first year of a two-year program of CTC installation on the Broadview Subdivision in Manitoba. Pacific Region: An estimated $200,000 authorized for the final year of a three-year project to replace timber tunnel lining with reinforced concrete near Yoho, B.C.; $188,000 for continuing enlargement of the Conquitlam yard; $200,000 for loading ramps for the B.C. Coast Steamers at Vancouver, and $95,000 for extension of the Merchandise Services maintenance garage at Calgary. Work will be by contract, with the exception of field work for the CTC installation and track extension projects, which will be performed by company forces.

► *Gulf, Mobile & Ohio.*—Ordered one basic hotbox detector system with a recording tape unit from Servo Corp.

► *Western Pacific.*—Company forces during 1963 will replace 22.85 miles of main track at an estimated cost of $1,411,000; extend siding at Almanor, Calif., easterly 3,704 ft to provide 151-car capacity at a cost of $60,000; rehabilitate the west leg of Keddie wye for through-train movements between Oroville and Bieber, Calif., at an estimated cost of $90,000; replace 245 feet of timber lining with concrete lining, including two portals, in main line Tunnel No. 14 at an estimated cost of $128,000; complete Phase I of street and track improvements on Third Street, Oakland, Calif., at an estimated cost of $220,000, and continue work on miscellaneous items connected with the Oroville Dam project.

Maintenance Expenditures

► *Up 1.9% in Fourth Quarter.*—Expenditures by Class I roads for maintenance of equipment, way and structures in the fourth quarter of 1962 were up about $13.3 million, compared with the fourth quarter of 1961, according to report of AAR Bureau of Railway Economics summarized below:

	Fourth Quarter		
	1962	1961	% Change
Maintenance of Way and Structures	$284,981,239	$280,478,606	+ 1.6
Maintenance of Equipment	$440,074,409	$431,271,381	+ 2.0
Totals	$725,055,648	$711,749,987	+ 1.9

What Can Save the New Haven?

Basically, says the 'Whitman report,' NH needs what all roads need: fairer treatment.

The nine-month-old report of the "Railroad Professional Survey Group" which studied the New Haven for the Department of Commerce found that the bankrupt carrier could be reorganized as a "going private enterprise" if a favorable climate were created by enactment of legislation to carry out President Kennedy's Transportation Message and to end discriminatory state and local taxation of railroads, and by implementation of the Presidential Commission's report on work rules.

The Survey Group, which was headed by President Frederic B. Whitman of the Western Pacific, also recommended action by New Haven trustees to "revitalize" management, cut costs, and build traffic, but it emphasized the group's view that the legislative and other government actions recommended are "just as vital to the New Haven's emergence from receivership and its subsequent continued private operation."

● **Merger?** As to merger prospects, the report said it could be "stated as certain that until it becomes clear that the New Haven's reorganization is on its way to success, there isn't the slightest possibility that any other railroad would have any interest in the New Haven." Meanwhile, the group did express its view that inclusion in a New England system would not be as good for New Haven as merger into the proposed Pennsylvania-New York Central system or into the PRR if the PRR-NYC proposal is not consummated.

The report was completed and submitted to the Department of Commerce on May 26, 1962. In making it public last week, the Department said it "did not endorse as official policy any findings, conclusions or recommendations it contained."

Secretary of Commerce Luther Hodges' March 22, 1962, letter asking Mr. Whitman to undertake the study noted that the federal government was a creditor of the New Haven, having

guaranteed for the road loans of $35 million. The secretary went on to say that broader federal interests were also involved, including "to a degree the future pattern of government-industry relationships in the railroad industry." Mr. Hodges also said he desired "continuation of the railroads as a private enterprise," and wanted "the resolution of the New Haven problem to reflect creditably on the railroad industry." One of the report's recommendations is that the federal government "make it clear to all groups concerned that no more federal funds will be advanced to the trustees to meet operating deficits."

Some of its recommendations were implemented during the nine months that the report awaited release. These included calls for repeal of the 10% tax on fares and the follow-through by eastern railroads, including New Haven, to obtain a 10% fare increase; and its recommendation that the Treasury Department provide new depreciation guidelines, which it did last July.

● **Higher truck taxes.** Other general recommendations proposed that the President seek Congressional action on his full program for higher taxes on large trucks and additional levies on fuel and rubber which were enacted only in part at the 1960 session. It was also recommended that the Administration oppose any effort to revive the so-called "Hoffa bill" which would have emasculated the 1958 Transportation Act's rate-freedom provision, or to repeal that Act's so-called trainoff (service abandonment) provisions.

'Burdensome' RUIA benefits

As to taxes under the Railroad Retirement Act, it was suggested that no further increases be enacted so long as Social Security taxes paid by railroad competitors remain at lower rates. The report recommended that the railroad unemployment insurance system be trimmed of benefits "more burdensome to railroads than those required for other forms of transport under state laws."

● **More rate freedom.** Another recommendation calls for federal legislation "to keep rate regulation from depriving the public of the benefits of low-cost transportation." This would be in addition to the ending of minimum-rate regulation for the transportation by water of commodities in bulk and truck transportation of agricultural products, as recommended by President Kennedy. The report said the Presidential recommendations do not include it. It would "insure that the New Haven is given every opportunity to arrest declining freight traffic and obtain additional traffic," the report added.

As to what can be done to improve New Haven's financial situation, the report put a figure of $28.4 million a year on the prospective improvement. More than half of this ($14.8 million) would come from an expense-cutting program, including line and service abandonments, which the trustees have under way. The 10% fare increase was expected to yield $2.7 million. Elimination of featherbedding as a result of implementation of the Presidential Commission's report "could amount to as much as $3.96 million," the report said. And it put at $6.97 million the prospective saving from elimination of commuter losses.

As to the latter, the Survey Group recommended that no federal funds be supplied to make up commuter-service deficits, which should be taken care of "by the state directly or through such area authorities as may appear appropriate."

If the $28.4-million improvement were realized, it would more than offset New Haven's deficits of recent years. The road's 1961 deficit, as given in the report, was $19.5 million.

● **Job-reduction.** The expense-cutting program contemplates eliminating 1,200 jobs, and the report was emphatic in its comments on what the group found to be the need for reducing New Haven payrolls. One such comment said:

"Continuation of too many jobs on the payroll has in the past brought the New Haven to its present precarious plight. We cannot emphasize this too strongly. Thus, as a general principle, everything that the trustees can do to eliminate jobs should be done. The main reason for this is that we can expect labor organizations to continually press for higher and higher wages and fringe benefits. Likewise, we can expect the labor organizations to push for severance pay and restrictions which tend to hamper management's efforts to improve efficiency. A machine has no labor leader to represent it. Thus, to the extent that machines can be substituted for labor, future increased costs can, in general, be minimized."

Leadership lag

Responding to that part of Secretary Hodges' study outline which called for an appraisal of New Haven management standards, the group said the road "has suffered severely, for a long period of years, from a lack of strong, knowledgeable leadership." It added that "there is a fair amount of good management potential at both departmental and subordinate levels," but "an astounding lack of familiarity with modern railroad and modern managerial techniques."

● **Past management criticized.** Later on, the report said that, "in all fairness" to the present managers, it should be pointed out that "for at least 15 years top management has not only not made its policies and wishes clear, but in addition has not set the example of making wise decisions or following sound management principles." Under such circumstances, it was found "not surprising" that many of the present managers, even though they are basically capable of doing a good job, have not functioned as they should.

Meanwhile, it was found that the trustees "are aware of this situation." The report added: "Considering the good work they have accomplished since they took over last July, we believe they will be successful in revitalizing the management."

As to deferred maintenance, the report said the $42 million reported by the previous New Haven management "grossly overstated" the situation. It put the total of deferred maintenance at $6.9 million.

Members of the Survey Group, in addition to Chairman Whitman, were: E. T. Cuyler, chief mechanical officer, WP; V. J. Deckard, superintendent of terminals, Frisco; Dan J. Fliss, auditor, equipment and switching accounts, C&NW; L. A. Grotewohl, commissioner of taxes and insurance, Santa Fe; Harvey M. Johnson, Jr., assistant vice president, sales, Missouri Pacific; W. G. Luebke, purchasing agent, Rio Grande; Frederick E. Sperry, of La-Grange, Ill.; Homer F. Wilson, superintendent of transportation, Illinois Central; Frank R. Woolford, Chief engineer, WP.

UIC Gets a New Home

Above, the new Paris headquarters of the 40-year-old International Union of Railways (UIC). The 11-story structure occupies a site near the Eiffel Tower made available by the French National Railways. Railways from around the world have contributed decorations and furnishings for the building.

Compromise Hinted On Kennedy Bills

Congress will pass some kind of transport legislation this year, says Rep. Oren Harris. But it won't be easy, he warns, to hammer out a program that will prove satisfactory to all interests.

The chairman of the House Committee on Interstate and Foreign Commerce, Rep. Oren Harris (D-Ark.) said last week that Congress will respond to President Kennedy's messages and enact "some form" of transportation legislation. Mr. Harris could not tell "precisely in what form it will be or when it will be," but he asserted that his committee and Congress "will not shirk our responsibility in this vital area of our national economy."

The congressman made these statements in a March 28 address before the New England Transportation Institute, sponsored by the Transportation Association of America at Boston, Mass. His prediction that Congress would do something came after he had referred to "talk about a compromise" on the President's legislative proposals, which include his call for ending minimum-rate regulation for the transportation of commodities in bulk and agricultural and fishery products. Mr. Harris has introduced bills to carry out the Presidential recommendations. The minimum-rate bill, which the railroads call the heart of the President's program, is H.R. 4700.

As to the compromise talk, Mr. Harris said: "This is understandable in a field so highly competitive as the transportation industry. Legislation is often the result of compromise. Compromise is an essential ingredient of our political system." Previously, the congressman had said it will be "very difficult for Congress to iron out a program that will be acceptable to most, if not all, of the interested groups and yet perform the job which urgently needs to be performed in the public interest."

● **'Burning question.'** Mr. Harris identified the "burning question" as one asking whether the country shall have more regulation or less regulation of public carriers. The more-regulation alternative is in the proposal to repeal present provisions of the Interstate Commerce Act which leave water transportation of commodities in bulk and truck transportation of agricultural and fishery products free of all regulation.

The alternative is favored by the trucking industry and the ICC, but the railroads, having advanced it unsuccessfully for several years, regard it as unrealistic. Mr. Harris did not commit himself. "This," he said, "is a fundamental question with which serious-minded individuals from the President on down are struggling, and I am frank to say that the answer is not entirely clear to me."

The congressman hastened to identify "what is clear," which is "the fact that a decision on this basic question must be reached soon or else our transportation system and our entire economy will suffer." He went on to note that all important transport legislation of the past has provided for increased regulation, but he added that problems facing carriers today are "radically different" from those of the early years of regulation.

In the latter connection, Mr. Harris had in mind the disappearance of the railroads' monopolistic position as competition grew—especially that of private trucks and carriers of exempt commodities. He also expressed concern over the plight of common carriers generally, because the common-carrier system is "vital to our economy."

● **'Earnest effort.'** As to President Kennedy's transportation message, Mr. Harris called it an "imaginative and analytical" approach to problems facing the transportation industry. "While I am not necessarily in agreement with all of these suggestions, I do know that they are proposed in an earnest effort to deal with these problems," Mr. Harris added.

He then proceeded to note positions taken by various parties on the minimum-rate proposal at hearings his committee held last year. He also referred to the letter with which President Kennedy recently submitted drafts of the bills to implement his recommendations. Like American Trucking Associations, Mr. Harris seems to have interpreted that letter's reference to the minimum-rate issue as an upgrading of the alternative proposal to repeal present exemptions.

"Apparently," Mr. Harris said, "the President is not entirely convinced as to which turn in the road should be taken with respect to deregulation or regulation. Prior to March 5 of this year, I had the distinct impression that deregulation had first billing. In his letter to the Congress March 5, however, he again mentions both approaches and concludes by saying, 'I, therefore, renew my request that, in the interest of equality, one of these solutions be adopted' ".

Since the President's letter went to Congress, the under secretary of commerce for tranportation, Clarence D. Martin, Jr., has stated that the deregulation approach is still preferred by the President. "The alternative solution "always has been and still is a second choice," Mr. Martin said in a March 14 speech (RA, March 25, p. 10).

In the new hearings which it has scheduled for April 30, Mr. Harris said his committee will give special attention to the deregulation proposal which he called "a highly significant turn in transportation policy." He added: "We shall explore what this means in terms of shifting regulation from the ICC to regulation by the Department of Justice under the antitrust laws and adjudication in the federal courts. Will this shift mean more or less expeditious handling of complaints? How will deregulation affect the competitive status of shippers? I am certain that the shippers will have a lot to say about this."

Automatic Trains Tested In London

London may soon get its first automatic subway train if Ministry of Transport officials decide current trials are satisfactory. The London Transport Board—controlling authority for the city's bus and subway networks—successfully demonstrated a prototype on March 21, and announced that, if all goes according to plan, an automatically-driven train will soon be carrying passengers over a section of the District line.

The LTB automatic system, which forms part of the board's policy of looking ahead to urban transport in the 21st century, envisages that there will be a train operator in the motorman's cab to start the train and take over manual control in the event of a failure in any part of the system.

The driving equipment—which receives instructions from the rails in the form of coded electrical impulses—will accelerate, coast, or slow the train automatically. It will brake to a halt at stations and will come to a stop at a safe distance if the track ahead is occupied.

Western Roads Have New Rail Pass Plan

Railroad annual passes will be easier to use for traveling over foreign lines April 1—at least on Western railroads. Pass exchange arrangements between railroads, paperwork and red-tape built up over generations were eliminated by adoption of a rule which, generally, allows a railroad employee to purchase half-fare transportation at any ticket office by presenting his home-road annual or trip pass. All the purchaser of such half-fare tickets has to do is fill out a small form indicating date, name, address, occupation, "home road," and annual pass number. Half-rate fares have conditions for use similar to those on the back of annual or trip passes.

The new "home road" plan will put the exchange of transportation on a half-fare basis as uniformly as possible. It will:

- Effect economies by doing away with the large number of exchange passes which now require supplemental half-fare tickets.
- Eliminate the issuance of half-fare orders.
- Do away with the considerable paper work formerly necessitated by traditional pass exchange arrangements.
- Offer a more convenient and uniform service to pass holders.

The new pass plan does not restrict individual railroads from continuing to issue annual and trip passes to whatever extent it may wish. Under the new plan, reduced rate tickets will be sold to railroaders holding either an annual or trip pass except where a railroad elects to restrict its trip passes as not good for the purchase of reduced rate tickets on other railroads, in which case the road could continue to request reduced rate orders through regular channels.

The Interstate Commerce Commission, approving the new plan, noted: "Section 101.41 of our regulations to govern the forms and recording of passes requires that a complete record of tickets issued at reduced rates must be maintained. However, we find no regulation requiring processing of individual requests between pass bureaus. Accordingly, it appears that carriers desiring to do so may make a suitable modification in the procedure in order to save time and unnecessary expense."

The member roads of the Association of Western Railways appointed a special committee to study exchange transportation on Oct. 25 of last year. Committee members from the Santa Fe, the Burlington, the Milwaukee, MoPac, SP and UP unanimously recommended adoption of the pass program.

RAILROADING AFTER HOURS WITH JIM LYNE

LYNE

DO RAILROADS NEED A 'BEARSKIN'?—Francis Boardman, NY State legislative chairman for the BLF&E, issues a monthly newsletter to his members. In a recent one he passed along a story about the late Knute Rockne. In a South Bend paper, during Rockne's reign, there appeared a weekly column, signed by one "Bearskin." Chairman Boardman says this was "the most biting and ornery football column ever seen on a sports page." Whoever wrote the column certainly had the "inside dope" on the faults of individual players.

After Rockne's tragic death in 1931, it gradually came out (says Mr. Boardman) that Rockne himself wrote this column; and experience showed it was a highly effective means of persuading players to correct their faults. Mr. B. believes the railroads could do with a "Bearskin" column; and that its effect on the behavior of both employees and management would be salutary.

I've checked with Pullman-Standard's Jack Scallan, who was manager of the Notre Dame team in Rockne's day; and he and J. E. Armstrong of the N.D. alumni association confirm the essential accuracy of the "Bearskin" story. If Rockne didn't write the stuff himself, he provided the information.

'EMPLOYEE PRODUCTIVITY'—Statistics of output of ton-miles and passenger-miles per employee are usually given the misnomer of "employee productivity." Actually, if the output per employee rises, it is usually management action that produces the result.

Jim Sites, on page 217 of his exciting and informative new book, "Quest for Crisis" (RA, Feb. 25, p. 50) has a table that officers of the Swiss Railways gave to him—showing employees per million traffic units (passenger-kilometers and ton-kilometers combined). The table gives figures for the U.S. and 16 other countries—with the U.S. at the top of the list in output per employee.

But in employees per 100,000 train-kilometers there are six countries with a better showing than that of the U.S. In relation to train-miles operated, the U.S. has twice as many employees as the Netherlands Railways, and 60% more than the Swiss Railways.

MOST POWERFUL RAILROADER?—The CN has a 34-year-old section man, Roger Carrière by name, at Lynn Lake, Man., who can do 100 yards in 23 seconds, carrying a 120-pound canoe. He's shown his ability to lug 650 pounds of flour. On top of this, he's a local swimming champion (a mile in 19 minutes); a wrestler; a skilled trapper; and 14-year champion in his province as a caller of moose, ducks and geese. Any other railroad that has the match of this Paul Bunyan on its payroll?

HOW TO PERSUADE MOTORISTS TO STOP—NYC's Operating VP John Nash had some news (to me anyhow) in a speech he made recently at a meeting of the Greater Cleveland Safety Council. He said that NYC experience indicates that the traditional crossarm grade crossing sign carries less authority with motorists than a regulation highway "Stop" sign. As a consequence, these highway "Stop" signs have been substituted for the X signs at 600 crossings on secondary lines in Michigan—and the result has been an 85% decrease in accidents and a 98% decrease in fatalities at these crossings. Wow!

ELLET A RIVER ADMIRAL?—Southworth Lancaster of Cambridge, Mass.—former railroader and college prof—has more than a fair share of historical lore laid up in his memory. About that consulting engineer Charles Ellet, Jr., who accurately defined the "floor" and "ceiling" of railroad rates, back in 1858 (RA, March 18, p. 15), Mr. Lancaster tells me some more about him.

He was undoubtedly, says Mr. L., "the same Ellet who devised a ram for use on the Mississippi River during the Civil War." He died during the war and his son and other relatives took over the ramming business.

B&M's VP Pat Mullaney writes to point out the difference between the two present-day ceilings on railroad rates—one being at the cost of competing carriers and the other at the point where the rate would prevent a producer from reaching his markets at an attractive price.

YOU OUGHT TO KNOW

Frisco's plan to launch a barge line (RA, March 18, p. 32) has been submitted to the ICC in an application for the necessary certificates authorizing operations as a common carrier by water. Frisco Transportation Co.'s application was accompanied by the parent railroad's application for authority to control the water carrier. Services proposed would be on the Arkansas-Verdigris River system, up the Missouri to Kansas City, down the Mississippi to its mouth, over the Gulf Intracoastal Waterway to Mobile, on the Mobile-Tombigbee-Warrior system to Birmingham, and from Mobile to Pensacola.

Chicago's commuter cruiser service, inaugurated last year by the Chicago & North Western and the Wendella Sightseeing Co., resumes operation on the Chicago River April 1. Two cruisers, operating on 15-minute schedules during the morning and evening rush hours, carry commuters between North Western station and the Michigan Avenue bridge in seven minutes.

New York and Midwest stock exchanges begin trading Illinois Central Industries. Inc., April 1. More than 80% of IC's stock was deposited for a share-to-share exchange in the newly formed holding company March 25. Creation of the new company permits diversification into other fields. IC's President Wayne A. Johnston says no decisions have yet been made as to the type of business in which the new company will engage.

Rail rapid transit is vital for the mass movement of people, and convenient and good rapid transit will attract patronage, David Q. Gaul, executive secretary of the Institute for Rapid Transit, told the Erie, Pa., section of the American Society of Mechanical Engineers. He said rapid transit proponents want to supplement—not replace—highways and the private auto.

Industrial development activities begun just three years ago in Cambridge and Boston, Mass., are bringing Boston & Maine new freight revenues estimated at $1,250,000 annually. Sale of land formerly used for freight- and passenger-car storage has resulted in extensive construction of warehousing, distribution and processing industry facilities which have generated traffic flow estimated at 10,000 cars a year. At the same time, B&M has been relieved of land-tax burdens and the two cities have increased tax revenues by about $178,000. B&M's latest move: construction of a 42,000-square-foot truck-rail freight house for lease to Acme Fast Freight at Cambridge.

Water carriers are asking the railroads to help them defeat bills before Congress which would permit foreign flag ships to carry American products between East and West Coast ports. Roy G. Banks, chairman of the Intercoastal Steamship Freight Association, said the proposed bills would "sound the death knell" for the intercoastal shipping industry and also "cut drastically into traffic needed by the transcontinental railroads if they are to maintain profitable operations."

Russia's top railroad man sees a major role in the USSR for diesel-hydraulic and gas-turbine locomotives, working in combination with a growing fleet of diesel-electrics and straight electrics. Writing in Izvestia, Minister of Railways Boris Beshchev also cites increased emphasis on freight cars equipped with roller bearings and designed for mechanized loading and unloading; mass production of mechanically-refrigerated cars; design of universal and specialized containers; use of heavier, welded rail and mechanized m/w equipment; expansion of CTC; use of electronic computers for better car utilization.

President Kennedy's plan of taking three years to bring the corporate income-tax rate down from 52% to 47% and, meanwhile, launching a five-year plan of putting corporate tax payments on a current basis would deprive the railroads of nearly all they gained last year from the Treasury Department's new depreciation guidelines and the 7% investment credit authorized by the Revenue Act of 1962. The House Ways and Means Committee has been so advised by Frank E. Barnett, vice president and general counsel of the Union Pacific, who spoke for the AAR. Immediate reduction of the tax was proposed by Mr. Barnett. As to putting payments on a current basis, he said any such plan should not be instituted before 1965, and should provide for a transition period of "at least 10 years."

Thrall Car's President Richard L. Duchossois has been elected a vice president (central area) of the Young Presidents' Organization. YPO is an educational organization of 1,750 members, who became presidents of sizeable companies before age 40.

More time has been allowed by the ICC for filing replies to presentations in the cost-accounting case. The Commission has set back the deadline from April 1 to June 3. The case is No. 34013, the rule-making proceeding wherein the Commission proposes to expedite competitive-rate cases by adopting as its own several cost formulas which have been developed by the cost-finding section of its Bureau of Accounts. Many presentations have been filed by interested parties, including the railroad presentation which says the Commission's proposal would not improve cost evidence, but would "inhibit improvements in the concepts and techniques of cost finding."

Mass Transport Reprints

A limited number of reprints of the Special Report on Mass Transport (RA, Feb. 18), are available. Address inquiries to George Johnson, Railway Age, 30 Church St., New York 7, N.Y.

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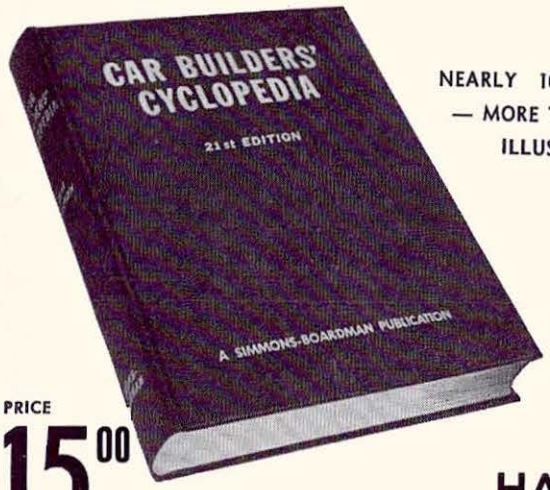

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Getting Along With 'Planners'

Railroad plant renewal and maintenance falling far behind other transport modes—'Planners' should put public welfare first.

A vitally important question that is a long way from being answered is this: How can railroads contrive to survive as self-supporting enterprise—financed entirely by private investors—in the face of colossal investment of public funds in rival facilities (highways, improved waterways and air transport terminals)?

A compilation just published by the Bureau of Railway Economics, AAR, shows recent and current totals of government expenditures in behalf of air, highway and waterway transport—compared with private outlays on railroad fixed property. For the fiscal year 1963 the federal government is expected to spend $683 million on airways and an additional $84 million in airline subsidies. All government agencies (federal, state and local) will spend an added $526 million on airports. Federal, state and local outlays on highways will total $13 billion in fiscal 1963. Federal, state and local expenditures on waterways will add up to $641 million.

Thus, the grand total of governmental expenditures on these three modes of transportation that compete directly with railroads will be almost $15 billion. Railroads, meantime, are spending at the rate of about $1.1 billion annually for capital and maintenance purposes on their roadway and bridges. This is less than 7% of the combined national outlay for the construction and maintenance of fixed plant for the four principal modes of transportation.

Going back ten years to 1953 (when government expenditures in behalf of rival forms of transportation were already enormous), the ratio of railroad expenditures on their fixed plant to the total of all fixed plant outlays (rail, highway, water and air combined) was 24%—more than three times the present ratio.

What has happened here is a calamitous defeat of the free market and private investment as the mainstay of transportation service, and a victory of the same dimensions for so-called "planning"—which is another name for government financing and bureaucratic control under conditions which are essentially those of socialism.

The way "planning" for transportation is set up in this country now, railroads are obviously being planned into oblivion. Such a result is certainly not a deliberate policy on the part of top government officials—on either the administrative or legislative side. It is just the natural outcome of the strict compartmentalization of the kind of transportation "planning" that government is doing.

The Bureau of Public Roads "plans" highways solely as an end in themselves—without regard to any other form of transportation, and without regard as to whether there may be other national objectives more important than highways. The Army Engineers and the Federal Aviation Agency similarly promote their branches of transportation—with little concern for other parts of the national transportation system, or in proper subordination to the national welfare as a whole.

These three separate, and practically autonomous, promotional agencies lead an almost independent existence within the body politic—in much the same manner that a tumor does within the human body. Their hypertrophy is continuing because of the political activities of pressure groups that have a selfish interest in the branches of transportation that these agencies are promoting. Meantime, both the railroads and the nation as a whole are heavy losers.

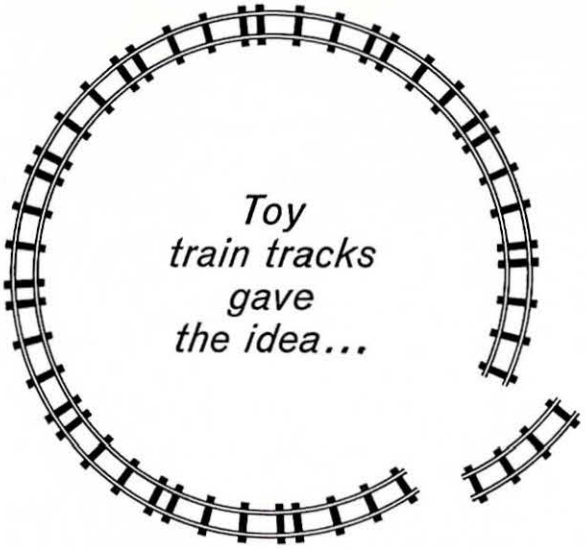
This paper does not for a minute question the desirability of expansion of waterways, highways and air transport—to the extent of their relative economic advantages. What we do question is their continued unlimited and wholly artificial expansion, at the threat of atrophy of the railroads and risk of inexcusable waste of valuable resources of land, of labor, and of capital.

Highway Hypertrophy—Railroad Atrophy?

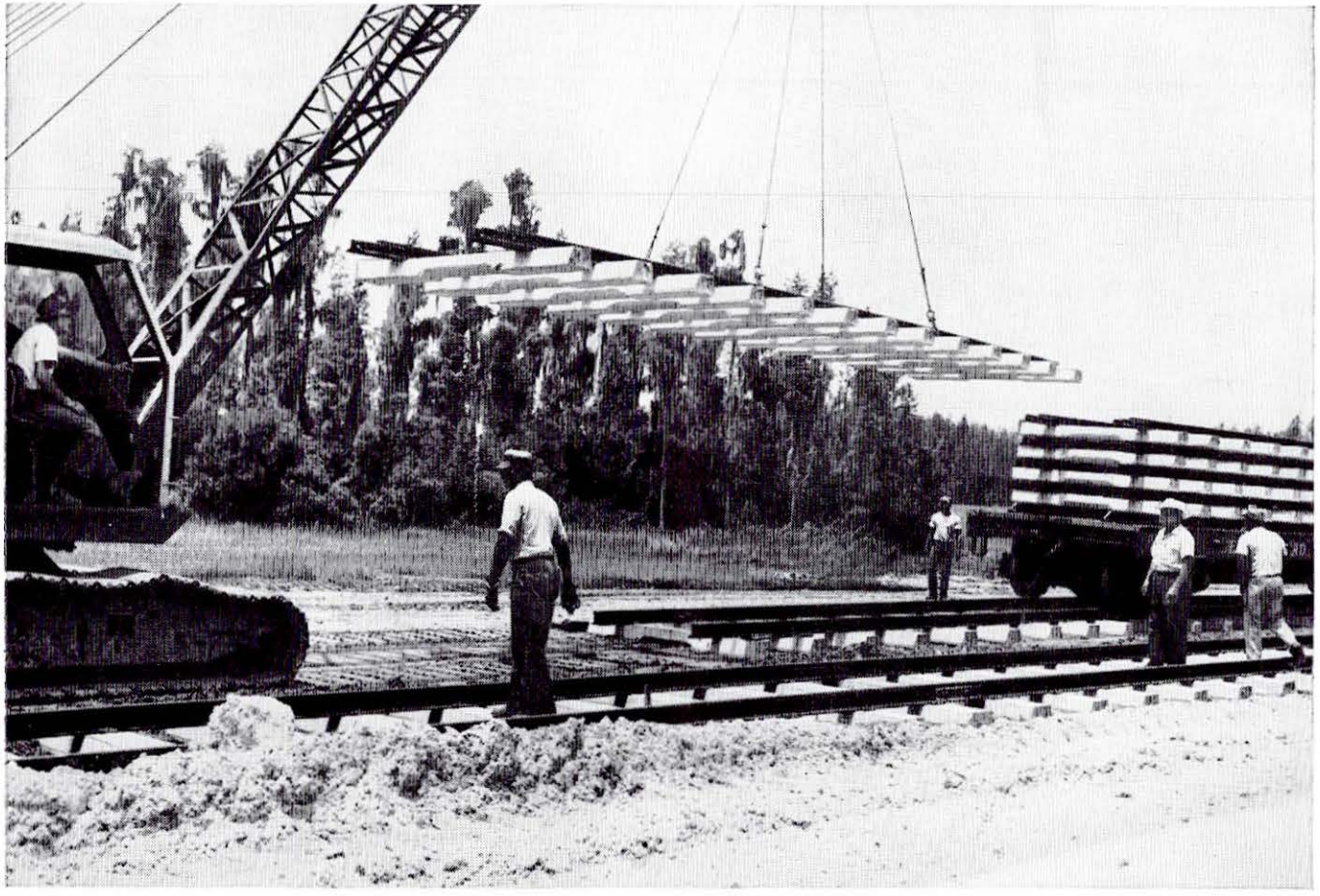
Some means must be found of getting railroads considered according to their relative merits in national transportation planning. Great highway, waterway, and air transport projects should not be undertaken without full weight being given to the effect of such outlays on existing railway service, and alternatives that railway expansion might offer in their place.

This does not mean that railroads, also, should look to government for funds—but it does mean that, if careful analysis shows a public need for railroad expansion, requiring improved railroad credit, then government should take steps to secure such improved credit (e.g., through tax exemption, or in more adequate payments to railroads by government for their "stand-by" defense function).

Railroads certainly don't want to be taken over by the planners, and they don't want to get their hands into Uncle Sam's pocketbook either—but they do need badly some authoritative advocates on the public payroll, to offset the governmental promotion of waterway, highway and air transport. And there should be top control over all transport promoters in government—requiring them to subordinate their zeal for particular transport agencies to the welfare of the nation as a whole.



RAILS AND CONCRETE TIES LAID IN PREASSEMBLED SECTIONS



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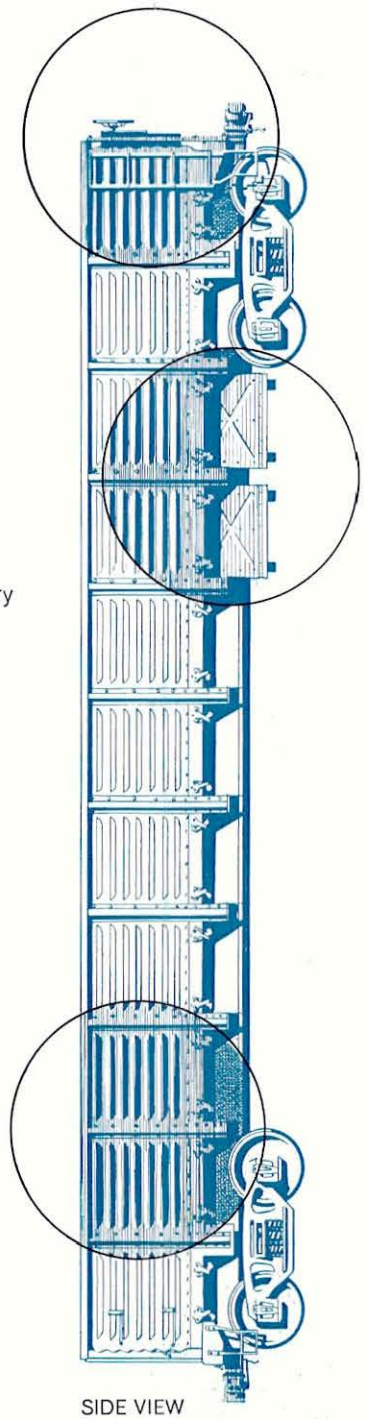
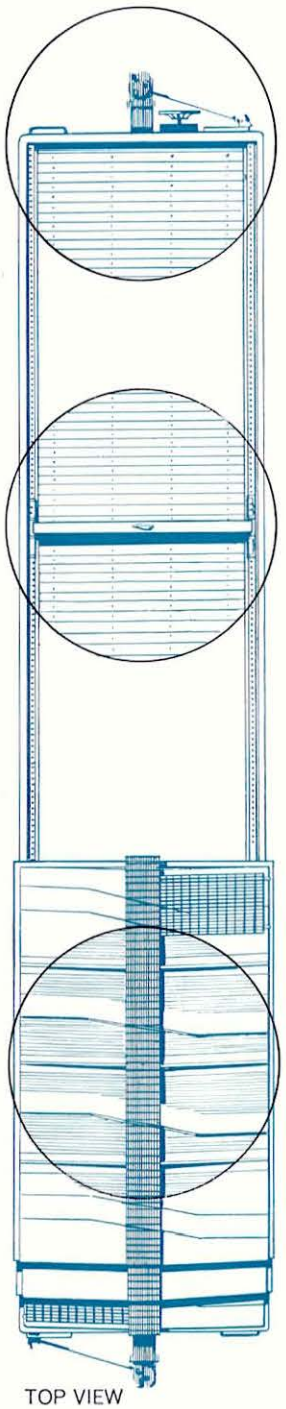


SIDE VIEW



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